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356 • February 2003

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TakingItEasy

We've all read and heard about the greed of the higher-ups at big corporations. Well, I read this one and just had to pass it along. Former Tyco International Chief Executive **Dennis Kozlowski** bought and charged to the company (without authorization, said the company) two New York City apartments ($24 million), a Boca Raton, Florida, house ($29 million), furnishings and renovations ($14 million) a travel toiletries box ($17,000), an umbrella stand ($15,000), a shower curtain ($6,000) and a pincushion ($445), along with half the $2.1 million tab for a 40th birthday party for his wife. The party, at a Sardinian resort, featured Stoli vodka loaded into a statue of a man so that it could be poured out to guests through his penis. Nice touch.

Speaking of spending…a man got in trouble for $1,388 worth of **personal calls** on his government phone. He offered this explanation: The problem came from a hectic period in his life in which his wife and he had become sexually involved with another couple. (Yeah, that would pretty much do it.)

A former graduate architecture student from the University of Hong Kong was kicked out of school for lack of progress. At his Ph.D. dissertation last year, he submitted a blank piece of paper (his only University of Hong Kong product), calling it an example of his **"quantum arcology,"** which focuses on nonverbal creativity. He said he plans a legal challenge to the school because his advisor failed to understand his approach. Gotta love this kid's moxie. Maybe we should give him a job at *Easyriders*.

The wondrous state of Florida seems to want to keep itself in the news. Four of the five county commissioners in Pensacola were indicted for land-sales corruption, and two of them agreed to testify against a third (the alleged leader, the former dean of the state senate). The principals include a commissioner who owns a funeral home with a drive-through window (do you toss the body out as you're driving by?). As a payoff, this guy arranged for bedroom furniture for his sweetie pie who rejected it because **it was too cheap.** Then there's a man who needed the bribe money to buy his son's wife breast implants because she said she was "tired of wearing a training bra." There was also a huge, cigar-chomping car salesman who always carries thousands of dollars in cash, and two commissioners who denied they violated the state open-meetings law during their private scam sessions in that one of them was always careful to remain silent. I wonder if these guys had anything to do with counting votes in the Sunshine State.

A couple were making mad passionate love in his family's garage (with the door of the garage closed, of course—for privacy). **It got so hot** that they turned on the car engine so they could have some air conditioning. At least they were cool when they expired.

Here are some off-the-wall tidbits that are well worth filling up the mind. If you yelled for eight years, seven months and six days, you would have produced enough sound energy to heat one cup of coffee. **If you farted consistently** for six years and nine months, enough gas is produced to create the energy for an atomic bomb. A pig's orgasm lasts 30 minutes. A cockroach will live nine days without its head before it starves to death. The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off. Well, there you have it.

So much for the kindness of the medical profession. A hospital was cited for having illegally locked its emergency room for the inside. Employees said that it was to prevent patients from **leaving before payment** had been arranged.

This guy was scheduled to sing at the funeral of his wife's uncle. But after his diatribe from the pulpit, the parishioners beat him up and tossed him from the church. So what provoked such an angry response? He had screamed from the pulpit that **the deceased was a "drunkard"** and a "fornicator" and was now "burning in Hell" and that the parishioners would be right behind him. His defense was that the "Holy Ghost" had ordered him to tell the truth.

A middle-aged man was let off with a warning for swerving across the road because his dog was licking his ear (and who, the officer discovered, **was also shoeless,** with banana peels wrapped around his feet, supposedly a remedy for bunions).

Here's some good shit: From time to time we've had reports on the fluctuating value of the late Italian artist Piero Manzoni's **personal feces** which he canned in 1961, 30 grams at a time, in 90 tins, as art objects (though, over the years, 45 have reportedly exploded). Their price to collectors has varied from about $28,000 for a tin in 1998 to $75,000 in 1993. In June of this year the Tate Gallery in London excitedly announced that it had purchased tin No. 004 for about $38,000. (The price of 30 grams of gold at the time was announced was a little over $300.)

A car full of suspected thieves crashed after a high-speed police chase. The one person inside who was well enough to **flee on foot** did, but he made it only a short way because his prosthetic leg fell off!

Another guy fleeing from the police apologized when they caught him. He said he had just bought crack cocaine and wanted to **go somewhere to enjoy it** before he went to jail. They should have let him go just for being honest.

Easyriders® ENTERTAINMENT FOR ADULT BIKERS • NUMBER 356 • FEBRUARY 2003

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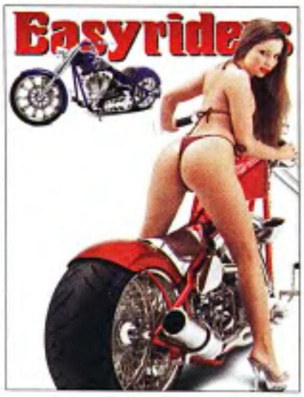

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Mark Cohen's chopper, with Cherie, shot by John Wycoff. Amado Castellanos' Special Construction shot by Rick Hulstead. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale February 11, 2003. **Printed in the USA.**

www.easyriders.com

Easyriders® magazine ISSN 0046-0990 Number 356. February 2003. Vol. 33. ***Easyriders®*** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices. Copyright ©2002 by Paisano Publications, LLC. All rights reserved. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, goodies, and editorial contributions should be sent to this address. All rights in text, photographic content, or other materials sent to ***Easyriders*** will be treated as unconditionally assigned for publication and copyright purposes and as subject to ***Easyriders®*** unrestricted right to edit and comment editorially. Good photos, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we try our damnedest to take care of unsolicited material, ***Easyriders®*** magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to ***Easyriders®*** Subscription Department: P.O. Box 50044, Boulder, CO 80322-0044, (800) 825-7294. One year: $39.95; two years: $74.95 in the U.S. and its possessions. All foreign and Canadian orders, add $15.00 per year (U.S. funds only). Single copy: $6.99. **POSTMASTER:** Send address changes to ***Easyriders***, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: ***Easyriders®***, P.O. Box 3000, Agoura Hills, CA 91376-3000, FAX: (818) 889-4726. Printed in the USA. **The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code §2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in §75.7 (a) (1-3) of the pertinent Regulations.**

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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

Paisano Publications, LLC
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WordMonger

A New Citizen

Stand up and salute a new American — Steve (Devo) Jackson! Never have I been so proud of anyone in all my life. Jackson works at North End Repair at the Harley dealership in Plattsburgh, N.Y.

The day he became a citizen was the greatest day in his life. Let's make it even better in the best motorcycle magazine in the world.

Raynmam
Plattsburgh, New York

Corn Loving Harley

We had taken a vacation day to ride in the annual poker run. As always, the night before, Jason went to his shop to clean up his bike. I was sitting outside—just to watch, since I can't wash his bike like he does. He tried to start it—and tried again—but no fire. In checking out the problem, he took the cover off, and there was a nest of corn and—you guessed it—blown "head gaskets." A rat had gone up the tail pipe and made a nest. When my husband tried to start the bike, it sucked up the corn.

Needless to say, we missed the poker run, but thanks to the good people at our insurance company and the fine employees of Shreveport Harley-Davidson, we're on the road again.

When we aren't riding, the tail pipes sport Bud Lite cans (just to make sure nothing else strange feeds his Harley).

Jan Lamar
Dubach, Louisiana

Mags For Sale

I have a collection of *Easyriders* that start with Volume 1, No. 1, through 1977. All are in newsstand condition. I'd like to sell the collection. Could you advise me the value and if you know of any interested parties? I can provide a listing of issues.

Al Spompinato
4315 Burt St.
Omaha, NE 68131
402-558-2569

The value is whatever someone will pay. Hopefully, you'll get some good offers.

He's Confused

I'm sittin' here lookin' at my Rolling Thunder T-shirt, and it sure looks like it is

Number XV—even upside down. Issue No. 351 would have us believe I was at Number XVI, which would be back to the future.

Those Roman numerals are a bitch, ain't they?

Stewart Stakes
Alexandria, Virginia

And it's proof positive that time travel is really possible.

All-American Future Haters

I suppose if you were half-Japanese and half-American, this is exactly what you'd come up with ("Futurama" in the October issue). Who in his right mind wants to ride around on a giant aluminum dildo? This thing looks like a Yamaha with a heater fan on the side of it. Give me a real steel frame and a ton of iron under my ass.

The boys and I looked this thing over and came to the conclusion that we'll keep our "you-can-get-your-hands-to-it, grease-under-your-fingernails, rusty-bolted, points-that-suck, torn-seat, dented-gas-tank, broken-foot-pegs, beer-stains-on-the-saddle-bags, with-a-bitch-bar-we-can-only-hope-one-day-will-break-off-and-carry-her-off-with-it" American Harley-Davidson. There will never be a replacement for factory U.S. iron.

A.H., R.T., L.B., R.C.,
D.T., and K.M.A.
Newport, North Carolina

I'm sure Russ Tom, the builder and owner of Futurama, would be happy to hear about your loyalty to Harley since he's the biggest H-D dealer in the Northwest. Besides, what's wrong with having an imagination and the ability to build on it?

A Suggestion

I sure miss your videos. I have them all and watch them whenever I need cheering up—but my collection is starting to deteriorate what with video dropouts and the like.

First, I'd like to see them start up again. However, realizing that may not happen, I'd like to suggest that you have the entire collection put on DVD as a boxed set at a price just a bit less than buying the whole set and edit it as though it's one big movie. Leave the trailers in though—some great footage there. But also bring them out on separate DVDs so you can get the cash flow-up.

If you do make more, how about another biker tunes video like the last one. You still have lots of good tunes on the old videos—enough to make a couple more without shooting new footage.

Just a few thoughts....

Dan
B.C., Canada

Thanks Dan, we'll think about it.

And It Goes On...

To answer the chick who wrote "Pissed Off" (Aug. '02 issue), I'd bet money this lady hasn't ridden west of the big river that runs through these United States—especially during the 106 to 110 temps likely to be encountered during summer days in the deep Southwest. Let her ass ride around west Texas and southern New Mexico for 10 days. She'd beg someone to put a chain on her scoot.

Belts may (on very special occasions) run over 50 or 60,000 miles under ideal conditions. Try some real long-distance rides. The one chain I changed at 50,000 was an American-made diamond. The chain I replaced it with was a Belgium-made 1-inch-wide job. This chain and sprocket set has been around now for over 10 years—it's worn out a couple of H-Ds. I don't own it or them any more, but I stay in touch with a bro who does. These sprockets and the same chain have now traveled over 232,000 miles, and they're not worn out yet. I don't know what they're made of, but I'm sure someone could find out.

So let Miss "Bulletts" do some real hard riding and see if she still thinks a belt is the way to go.

Let some people who ride the Southwest and desert regions of the U.S. write in and see how long the belts on their Harleys lasted. I do realize technology has come a long way in the last five years. I still believe the belt thing with H-D was a forced issue by the Noise Nazis of America. Some states can't even get a helmet law banned. Texas did and accidents went down almost immediately.

Oh well, hang in there, folks, maybe you'll finally get the freedom of a choice.

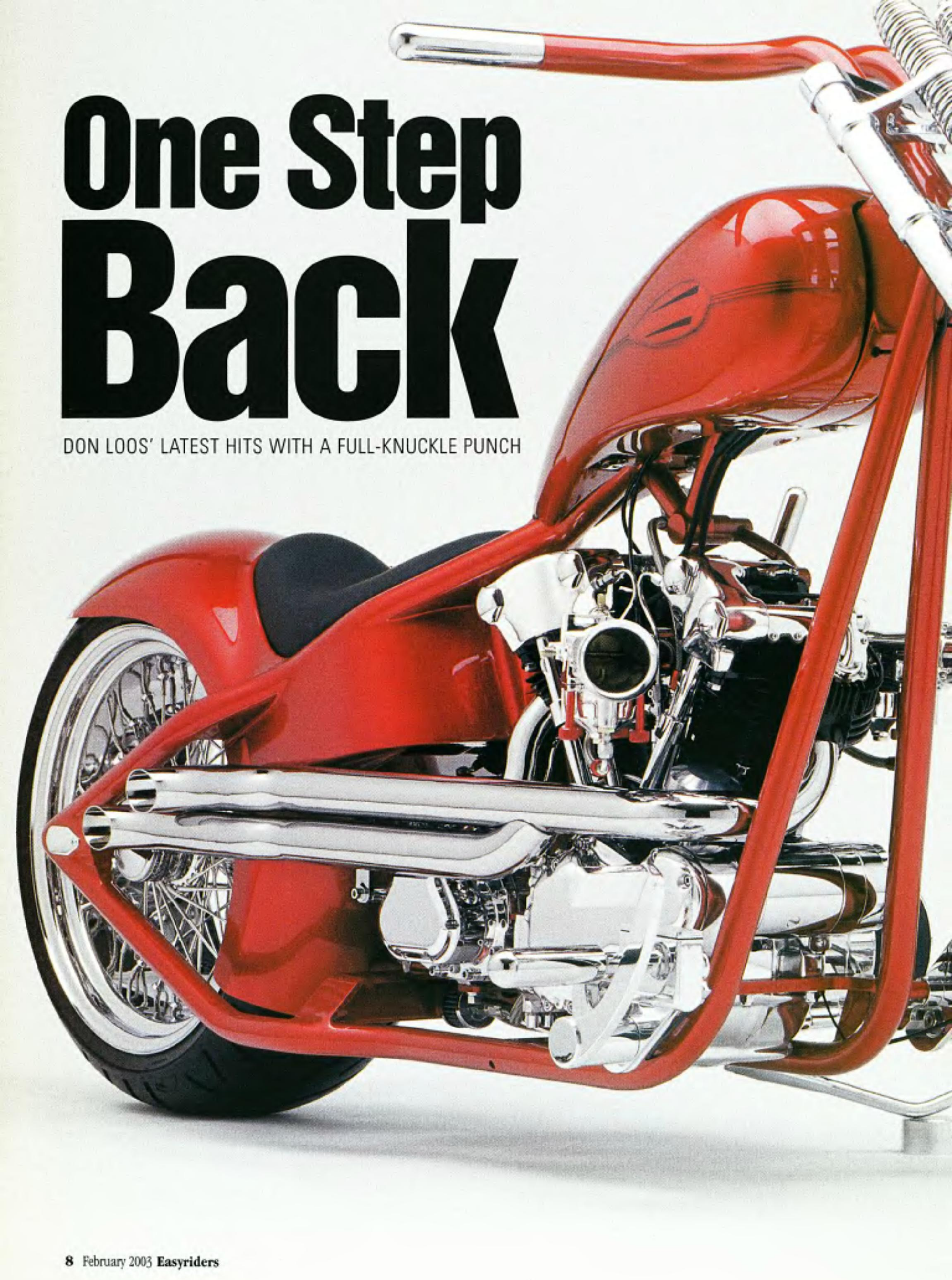
Sundown
Richmond, Texas

Climax Correction

We screwed up the contact information for Climax Cycle Controls in our recent December issue, which is a shame because their handlebars controls are too kewl! You can reach Climax (pun intended), by calling 702-438-2129,toll free: 1-866-438-2129, or e-mail them at: e-mail@climaxcycle.com. Check out the Web site at www.climaxcycles.com.

One Step Back

DON LOOS' LATEST HITS WITH A FULL-KNUCKLE PUNCH



If I'd have built this bike using an Evo or one of the aftermarket motors it'd just be another one of the choppers around today, wouldn't it?" Don Loos has a point. The '46 knucklehead engine sitting proudly in this Rolling Thunder rigid makes the bike, as Don knew it would. It wasn't a lucky guess. Don's Custom Cycle has been around for a while, 17 years to be exact, plenty long enough for Don to get his finger on the pulse of what's cool. His touch hasn't gone unnoticed, either. A few *Easyriders* cover bikes have been painted by Don, he's had some of his own scoots featured, and his work's been seen in *Biker*, too. He's been awarded master builder-honors from *VQ* magazine, and he's been profiled in *V-Twin*. All this coming from a small, family-run business in Cleves, Ohio, a suburb of Cincinnati, about 20 miles outside town.

Don picked up the wrenches to start work on this bike the week before Christmas 2001, and had it running and ready for the opening of the Easyriders Bike Show in Columbus, Ohio, just a few months later. "It became sort of a full-time project," he says. There's an understatement. "This bike is above and beyond anything I've done before, too," he goes on. "I've never gotten this far into the fabrication." Boy howdy, did he ever. Don pretty much did it all himself here, making things instead of buying them. He built the bars, and the grips, the pegs, and the exhaust, and the intake manifold. He designed and fabricated the foot-clutch control and the hand-shifter. He did all the bodywork, he boxed the neck area, recessed the mounts on the Independent gas tank, modified the oil tank, and built the rear fender. Then he painted the bike himself, even airbrushing on his first-ever

attempt at graphics. None of this should be surprising. In all its years in business Don's Custom Cycle hasn't turned away anything that showed up at the door, from insurance work to routine service jobs to ground-up customs.

This is a family business in the truest sense, too. Don's mother and father work right alongside him.

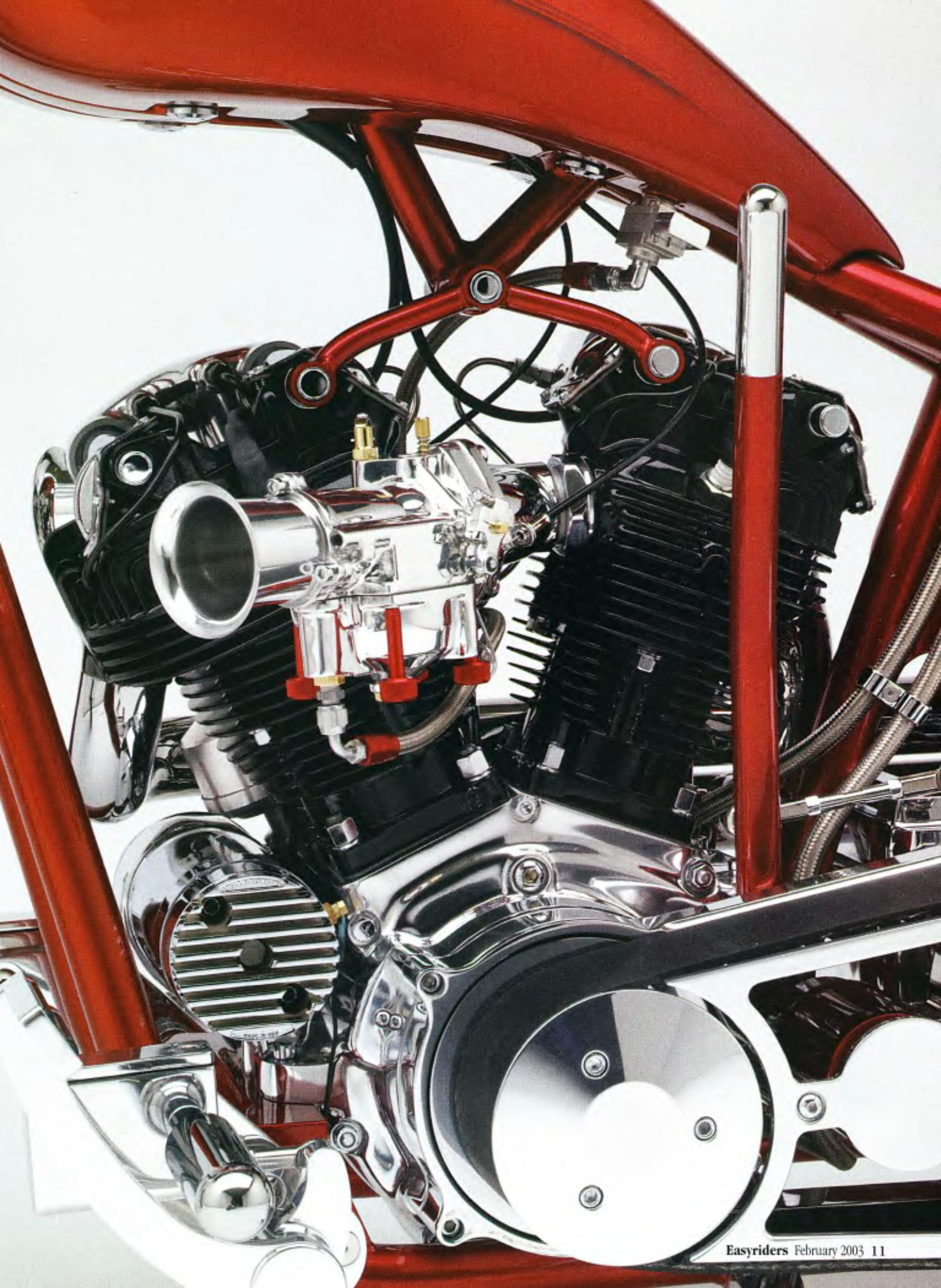
Needless to say, Don assembled this chop's knucklehead engine too, "my first one, and it was an experience." The vintage-style twin Don screwed together is based on a set of new S&S cases mounting repo V-twin barrels and heads. Inside there's a set of '75 H-D flywheels that had been collecting dust around the shop, still mounting a pair of polished S&S rods. The only original 1946 knucklehead parts, Don figures, are the rocker arms. All this worked out to 74 cubic inches "and a nice, smooth-running motor." Don says cruising along at 70 there's no vibrations or rattles "like you'd get on a big, old stroker. It's a sweet ride." The mongrel motor went together easily, and to keep things tidy Don's polished and black powder-coated the heads and cylinders. He says engine heat hasn't bothered the finish at all, "and it sure makes cleanup easy."

Maybe so, but riding this one still takes some thought. Notice the absence of a front brake? Don chuckles about that, going on to explain that the lack of a front anchor does cause him to concentrate a little more, and definitely try to avoid getting caught on a hill at a red light. This scoot has a foot clutch, remember? "It's definitely looks over function," he says, "but it sure cleans up that front-wheel!"

As things have evolved over the years, Don found himself building more and more bikes using later-model chassis like this one fit with early-model engines. He's already put a few panhead motors in brand-new frames, the most recent being one of those tin-topped beauties in a Kennedy. This time, though, he went even further back into the past, choosing a knuckle engine and an extended springer front end. And there's more coming. In a story too long to tell, Don ended up with two rigid frames while collecting parts for this bike; the spare now sits against the shop's back wall.

"That one's getting a shovel motor," he announces. "Don't see too many of them anymore, do we?"

Don Loos, with his old motors in new frames, serves up an interesting mix of themes and times. He's streamlining the current wave of choppers "giving the bikes a nice, modern flow" while still keeping things like that foot clutch and hand-shift, and adding a belt drive and a starter button. And he likes it all. "I'd put this one right up there with anything coming from those 'TV celebrities'" Don says. Easy to see why. *—Joe Kress*



HARLEY-DAVIDSON

Owner: ....Don Loos
City: ....Cleves, Ohio

General
Fabrication: ....DCC
Year: 1946
Make: ....Harley-Davidson
Model: ....knuckle chopper
Assembly: ....DCC
Time: ....2 months
Chroming: ......Brown's Plating

Engine
Year and model: ....1946/2002 knuckle
Rebuilder: ....DCC
Ignition: ....Mallory
Displacement: ....74 cubic inches
Lower end: ..Harley-Davidson
Balancing: ....Harley-Davidson
Pistons: ....Harley-Davidson
Cases: ....S&S
Heads: ....Harley-Davidson/ V-Twin
Cam: ....Andrews
Lifters: ....JIMS
Carb(s): ....S&S
Air Cleaner: ....S&S
Pipes: ....DCC
Mufflers: ....none

Transmission
Year: 2002
Modifications: ....polished
Shifting: ....jockey

Paint
Molding: ....DCC
Painter: ....DCC
Color: ....Kandy Apple Red
Type: ....House of Kolor
Special paint: ....by DCC

Frame
Year: 2002
Builder: ....Rolling Thunder
Type: ....rigid
Rake: ....46 degrees
Stretch: ....2 inches
Modifications: ....molded

Accessories
Bars: ....DCC
Risers: ....DCC
Fender(s): ......Paul Yaffe/DCC
Headlight: ....Küryakyn
Taillight: ....Cyril Huze
Speedo: ....none
Dash: ....none
Front Pegs: ....DCC
Rear Pegs: ....none
Electrics: ....DCC
Gas tank: ....Independent Gas Tank Co.
Oil tank: ....DCC
Oil system: ....S&S
Primary cover: ....BDL
Seat: ....DCC/High End
Mirrors: ....none
Grips: ....DCC

Forks
Type: ....springer
Extension: ....15 over
Builder: ....Rolling Thunder
Modifications: ....smoothed

Wheels
Type: ....Drag Specialties
Size: ......21-inch front/18 rear
Tire: ..Avon Venom X; 21-inch front/250 rear
Brake: ....none up front/ GMA rear

Photos: ....Michael Lichter

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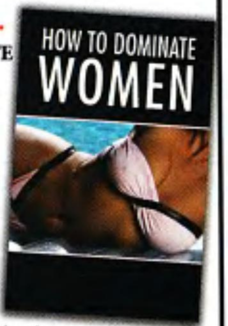

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"I thought I would never fall for any of the tricks in this book until I realized it's happened to me a bunch of times before" — Melanie, Tempe, AZ

"I have been tricked by the 'power move' so many times, I'm not even gonna talk about it" — Sarah, Bellmore, NY

"Who writes books like this? It's totally mean and manipulative" — Kelly, New York, New York

"I hate it, but this stuff would work on me" — Jennifer, San Diego, California

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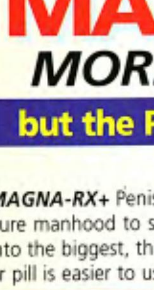
THE DOCTOR BEHIND *MAGNA-RX+*



The genius behind *MAGNA-RX+* is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients with erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also past-president of his State Society of Urologists. Over 7 years of research and testing, Dr. Aguilar made the amazing discovery that is now known as ***MAGNA-RX+:*** a powerful, 100% natural, Penis Enlargement Formula.

By using this proven formula daily, his patients dramatically increased their penis size by 2", 3", even 5" in only a few short weeks. And, best of all, ***MAGNA-RX+'s*** breakthrough herbal formula is 100% natural and safe, with no known side effects. There is absolutely no prescription necessary.

Individual results may vary. These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treat, cure, or prevent any disease.

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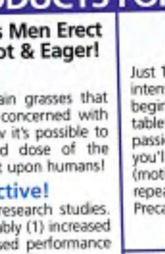
In the past 12 months, demand for ***MAGNA-RX+*** has exploded worldwide as word of mouth spreads about what many medical experts have called the world's most powerful **Penis Enlargement Formula.** In one of this country's state-of-the-art pharmaceutical laboratories, under Dr. Aguilar's unwavering direction, a dedicated team of biochemists has meticulously worked around the clock to produce enough of ***MAGNA-RX+'s*** proprietary, all-natural botanical formula for men, just like yourself, who want a bigger, thicker, more energetic penis fast!

NOTHING ELSE TO BUY EVER AGAIN!



The ***MAGNA-RX+* Formula** is so powerful, so effective, so complete, we 100% guarantee that you will **NEVER** have to purchase any more than the 60-day supply included in this special offer. We could easily make ***MAGNA-RX+*** much weaker and then ask to automatically re-bill your credit card each month for the next 2 months, like some companies do. We focus on getting the best results, as quickly as possible. That is the secret of our success! With the ***MAGNA-RX+* System,** ***you can skyrocket 2", 3", even 5" in 60 days or less – with nothing else to buy ever again.***

WHAT RESULTS CAN YOU EXPECT?

Use the ***MAGNA-RX+* Penis Enlargement Formula** daily for 3-5 weeks (one potent pill a day is all you need), and:

- **You'll increase your penis size by 2 to 5 full inches**
- **Your penis will he thicker and fuller**
- **Your confidence level & self-esteem will soar**
- **You'll satisfy your lover like never before**

BUY 1, GET 1 FREE ($60 SAVINGS!)

If you're ready to become the biggest man you can be, then order your supply of ***MAGNA-RX+*** today. See for yourself, what thousands of satisfied men (and their lovers) have already discovered: ***MAGNA-RX+*** is the world's #1 best-selling **Penis Enlargement Formula** for one very simple reason: **IT WORKS & NOTHING ELSE CAN COMPARE!**

Need another reason to try ***MAGNA-RX+***? ***How about 50% OFF our regular price! MAGNA-RX+*** normally retails for $59.95 for a 30-day supply, but if you order now, ***we'll include a second month's supply absolutely FREE!*** Imagine being able to increase your penis size up to 5 full inches for less than a $1.00 a day!

WHAT SOME OF OUR SATISFIED CLIENTS HAVE TO SAY:

"I've been using your product for 2 months now. I've increased my length from 6" to nearly 8-1/2". Your product has helped me give a little extra to the love in my life." –W.B., Washington, D.C.

"I was amazed at how effective it was at increasing length and girth from 5" to 6-1/2" in just 3 weeks!!! Feel free to use this letter in your future advertisements." –V.W., Illinois

"My girlfriend loves the results, but she doesn't know what I do. She thinks it's natural, so help me!" –T.M., Oklahoma

"I'm too shy to tell the whole world, but I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more." –R.C., South Carolina

ALL LETTERS ON FILE

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Wimmer Builds Stacks That Suck

Lee Wimmer of Wimmer Machine told us that their new velocity stacks suck so much that the company can't make them fast enough. The aptly named Super Suckers are high-volume velocity stacks that mount to all Wimmer 60- and 90-degree assemblies. Each stack measures 4 inches in diameter and is 4 1/2 inches long.

The stack's exclusive internal tapered filter element provides a larger surface area to allow for more airflow and can be easily removed for cleaning. The billet trim ring attaches with setscrew and fits Wimmer Super Sucker stacks only.

Wimmer offers their Super Sucker in chrome finish and will manufacture it to fit any carburetor and engine style.

Call Wimmer Custom Cycle 215-721-4110 or log on to their Web site at www.wimmermachine.com for more information on this and other products.

Doss Rocket Pipes For Two-Wheeled Hot Rods

Rick Doss' latest pipe design is a high/low style peashooter with mufflers reminiscent of those on old Triumphs, featuring maximum-coverage heat shields back to the mufflers that keep bluing to a minimum. Beautiful chrome, unique-style and great sound complete the package, making Doss 'Rocket Pipes' the perfect choice for your custom. Includes mounting brackets and hardware. Check them out at your local Custom Chrome dealer or go to www.customchrome.com to see what else they're cooking up for your scoot.

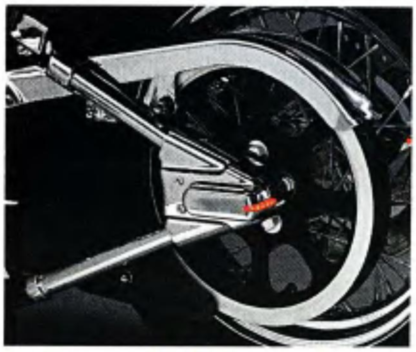
Arlen Ness Rreleases A Signature-Series Rolling Chassis

Arlen and Cory Ness recently released their new Signature Series rolling chassis kits to the biking world. Developed around their Y2K-250 Rubbermount Frame, the finished bikes will offer exciting styling with great rideability, according to an Arlen Ness news release. The Y2K frames' feature a 5-inch stretch and a fat rear tire for that contemporary custom look.

All Ness kits consist of quality, American-made components, including many premium Ness-Tech components such as 41mm forks, 18-inch chrome wheels with matching rotors and pulley, a stretched gas tank, fenders, billet struts, headlight, handlebars, forward controls and a kickstand. The kits are finished off with Ness/PM brakes, Progressive Suspension shocks, Avon tires and a complete bearing, motor mount and hardware kit.

Choose from Chopper-, Digger- or Legacy-styled bikes. These Ness kits are engineered by bike builders to simplify the building experience as well as save a lot of time. The rolling chassis kits are package priced for a great value with an MSRP of $12,999.95

For more information contact Paul Gomez at 510-276-3395 or log on to the Web site at www.arlenness.com.

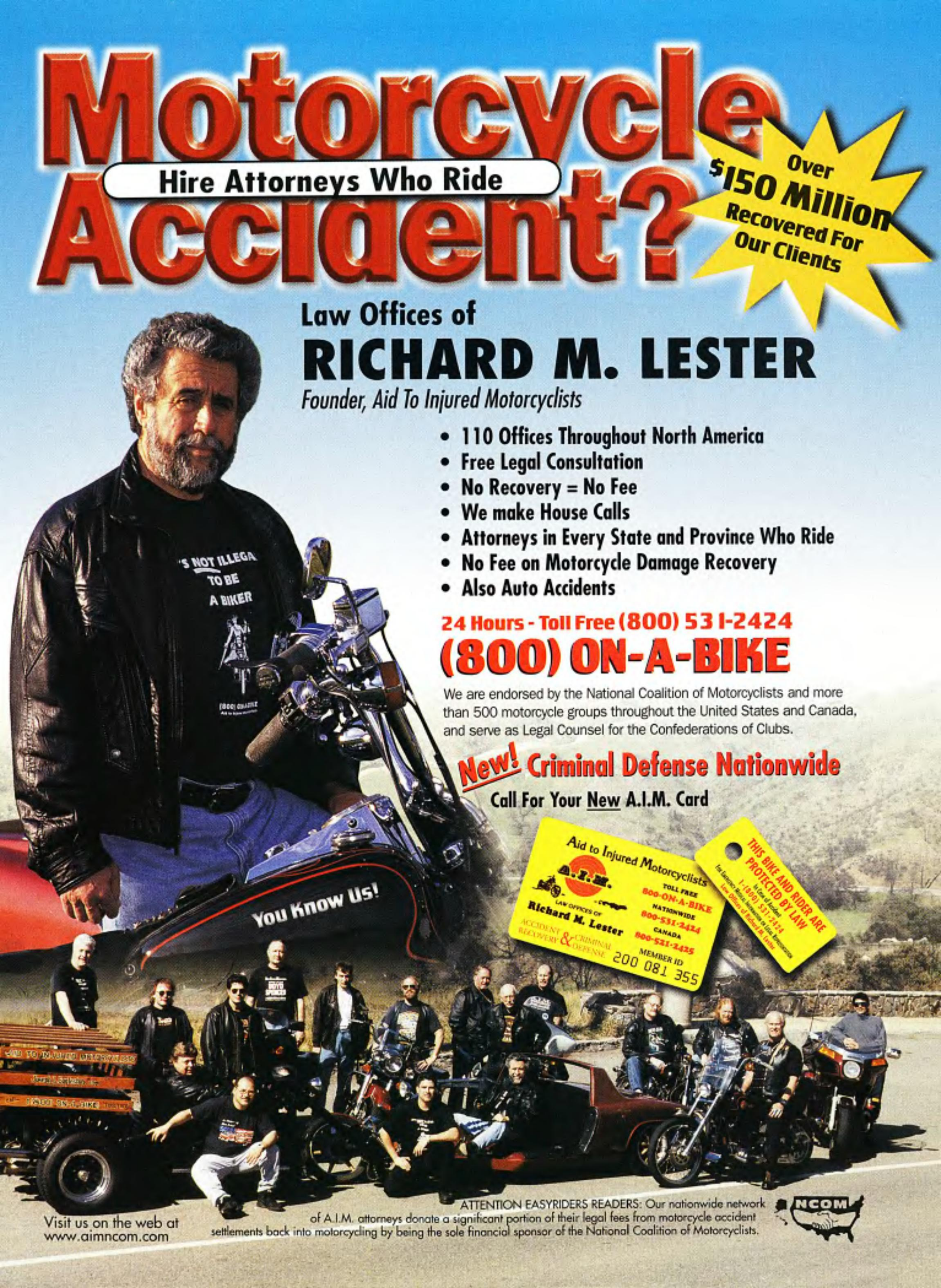


An Economical Way To Chrome A Softail Swingarm

Küryakyn came up with a rather easy and affordable way to chrome up Softail swingarms. This sleek, lighted cover set gives you the show-stopping looks of a fully chromed swing arm at only a fraction of the cost, and no down time! This 8-piece cover set installs in minutes with no special tools. Upper and lower covers completely conceal unsightly welds on the swingarm with flowing smooth surfaces and a set of tight-fitting tubing covers that create a chrome "second skin."

Each of the covers is equipped with a bank of LEDs that can be used as running lights, or auxiliary turn signals or stop lights.

This set fits Softail models after 2000 and retails for $199.95. Go to the Web site www.kuryakyn.com for more details.



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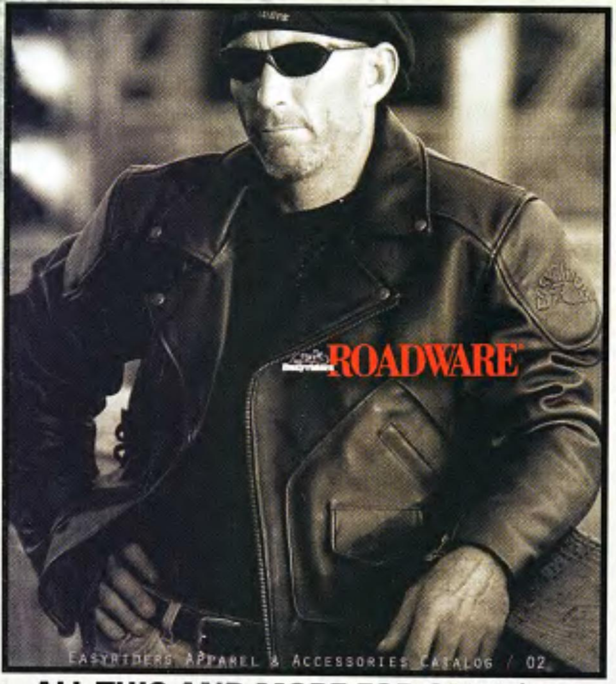

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Looking at this marvel, one has to wonder how it is possible that it ended up in second place in the Best of Show category at our last Columbus Easyriders Bike Show. What kind of incredible, unearthly machinery could possibly have beaten it? It must have been a chariot of the demi-gods at the very least, because this bike, while not belonging to any celestial being that we know of, possesses, nonetheless, the type of ingenious creativity and superb craftsmanship any deity would gladly be putting his (or her) hands on.

Gimmie A Brake!

THINGS AREN'T ALWAYS WHAT THEY SEEM

Before you say something like, "This bike can't run, it's got no rear brakes," or something similar, let me assure you that Mike Pugliese has put lots of miles on it, having ridden it down to Myrtle Beach, South Carolina, and even "pressure tested" it in the traffic of Manhattan in New York.

Mike does everything himself, from manufacturing the frame to fabricating the sheet metal, and even to not only figuring out how to make it look like there's no rear break, but coming up with a system to make it work, too.

"The rear brakes are on a jackshaft, in the middle of the bike, right behind the transmission," Mike explains his by now trademark setup. "There's a small chain running from the jackshaft. On one end is a small pulley running the rear wheel, on the other is an 8 1/2-inch rotor. You really have to take a closer look, or you'll think, like most people do, that there's no rear brake. I've done that on a couple of other bikes, too."

Also a Pugliese trademark are the master cylinders for the hydraulic clutch and the front brakes embedded in the 1 1/2-inch-thick handlebars, through which also run the throttle and brake cables. "The throttle cable sneaks right past that master cylinder," Mike goes on. "There's a little recess where I machined a slot out, so it's really tight." The front brake line also runs through the handlebars, with the tee being hidden in the triple tree, from where each line then runs through a front tube.

But the whole thing got started with a sketch, of course. Once Mike's idea had taken on a more tangible shape, he began his project by building the frame. He makes it sound very easy. "I bent the tubing to the sketch and went from there...."

Other unique items among this collection of one-offs are the 9 1/2-inch rear rim, which is actually a car rim, built by a guy named J.J. at Cycle Concepts on Long Island in New York, and the starter

button hidden under the seat. "On and off, it's through the padding in the seat. I know where the buttons are, so there's nothing exposed. I press the seat and the thing starts up."

Mike, a contractor by trade, builds his stuff in his two-car garage, which is fully equipped with a Bridgeport mill, a lathe, band saw, hydraulic press, pipe bender, and in it, he builds things like the sheet metal, forward controls, handlebars, intake manifold, single-side swing arm, pipes, motor mounts, you name it. The gas tank was originally an FXR tank, which Mike split and reshaped. Actually, "The only two things on this bike you can buy off the shelf are the front wheel and the headlight," he adds. "Everything else I built or messed with."

The one thing he didn't mess with, however, was the paint job. It came from another Mike, whose last name is Terwilliger and who's an acclaimed master at his craft. He even won first place at the last *VQ* Biker's Ball in Daytona Beach, Florida, for precisely this paint job. Of course, Mike (Pugliese) didn't go home empty-handed, either. Then again, Mike's used to winning, so he's already working on a new project. Seems a second place just ain't good enough for him, so Mike's ready to "pull out all stops."

The gods have been warned.

—Red Baron

Owner: ....Mike Pugliese
City: ....Staten Island, New York

General

Fabrication: ....Mike Pugliese
Year and make: ....2002 Custom
Model: ....Hell Raiser Chopper
Assembly: ....owner/ Bivona/Yetkin/Cupelli
Time: ....1 year
Chroming: ....S&H Chrome Plating

Engine

Year and model: ....2001 Twin Cam
Rebuilder: ....owner/Paulie
Ignition: ....Crane
Displacement: ......88 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....Harley-Davidson
Pistons: ....Harley-Davidson
Cases: ....Harley-Davidson
Heads: ....Harley-Davidson/V-Twin
Cam: ....Crane
Lifters: ....stock
Carb(s): ....S&S
Air Cleaner: ....S&S
Pipes: ....1 7/8-inch, owner
Mufflers: ....none

Transmission

Year: 2001
Modifications: ....custom drive sprockets
Shifting: ....per foot

Paint

Molding: ....owner
Painter: ....Mike Terwilliger/ Visual Impact
Color: ....brake fluid blue
Type: ....urethane
Special paint: ....all over

Frame

Year: 2001
Builder: ....owner
Type: ....Pugliese Chopper
Rake: ....54 degrees
Stretch: ....6 inches
Modifications: ....Romano mono shock

Accessories

Bars: ....owner
Risers: ....none
Fender(s): ......Wernemont/Pugliese
Headlight: ....Headwinds
Taillight: ....owner
Speedo: ....none
Dash: ....none
Front pegs: ....owner
Rear pegs: ....owner
Electrics: ....owner
Gas tank: ....owner
Oil tank: ....in transmission
Oil system: ....Harley-Davidson
Seat: ....High End/Galati
Mirrors: ....none
Grips: ....owner

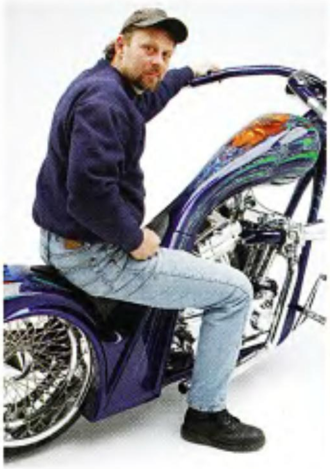
Forks

Type: ....63mm inverted
Extension: ....24 over
Builder: ....Thunder Cycles
Modifications: ....triple trees/ John Lisenby

Wheels

Type: ....Cycle Concepts 80-spoke
Size: ....21-inch front/18 rear
Tire: ....Avon
Brake: ....PM jackshaft rear/ RPM double disc

Photos: ....Mchael Lichter



Happenings

ARKANSAS
Annual Swap Meet and Bike/Car Show
Date: Feb. 2
Place: Little Rock Expo
Info: 501-988-1480

CALIFORNIA
Easyriders Bike Show
Date: Jan. 18
Place: Sacramento Convention Center
Info: 800-962-9857
www.easyriders.com

Valentine's Poker Run
Date: Feb. 9
Place: Oceanside HOG. Ends at Pala Casino
Info: 760-438-9629
www.oceansidehog.net

Cycle Show & Swap Meet
Date: Feb. 23
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Cycle Show & Swap Meet
Date: Mar. 30
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Easyriders Bike Show
Date: Jan. 11
Place: Denver Convention Center
Info: 800-962-9857
www.easyriders.com

M/C Show and swap meet
Place: Denver Western Stock Show Complex
Date: Feb. 1-2
Info: 719-836-7151

Harry's Roamer's Ice Races
Date: Feb. 2
Place: Rainbow Falls Park, Woodland Park
harrys-roamers-mc.org

Harry's Roamer's Ice Races
Date: Feb. 9
Place: Rainbow Falls Park, Woodland Park
harrys-roamers-mc.org

Spring Super Show & Swap
Date: Feb 15-16
Place: Colorado Springs
Info: 719-487-8005
pro-promotions.com

Annual Colorado Tattoo Competition
Date: Feb 16
Place: Southern Colorado Expo, Colorado Springs
Info: 719-487-8005
pro-promotions.com

St. Patrick's Day Party
Date: Mar. 8
Place: ABATE, Johnson Village VFW
Info: Miles 719-395-0360

FLORIDA
Critter Run
Date: Jan. 18
Place: Interstate ABATE
Info: 385-4520; 385-2556

Southwest Florida Motorcycle Expo
Date: Jan. 18
Place: Golden Gate Community Center, Naples
Info: 239-455-2343

Annual Chili Cook off & Blessing of the Bikes
Date: Jan. 19
Place: Ft. Myers, ABATE, Southwest Chapter
Info: 239-997-7083

Housecat's Blues Festival
Date: Jan. 19
Place: Phillippi Creek Mansion, Sarasota
Info: 941-362-9899; www.housecatblues.com

Victory Church Crash
Date: Feb. 2
Place: Burn-Out-Bob's, Ft. Myers, Bonita Springs
Info: 239-267-8641

ABATE State Meeting
Date: Feb. 8-9
Place: Hosted by SE Chapter ABATE
Info: 385-4520; 385-2556

Pool Tournament
Date: Feb. 8
Place: Cape Coral, ABATE, Caloosahatchee Chapter
Info: Larry 239-772-0641

ABATE. Bike Show
Date: Feb. 9
Place: Agri-Civic Center
Info: 863-385-4520; 863-385-2556

Spaghetti Sauce Contest
Date: Feb. 11
Place: Port Charlotte, ABATE
Info: Bill 239-743-8337

Pre-Daytona Swap Meet
Date: Feb. 16
Place: Port Charlotte, ABATE
Info: Bill 239-743-8337

Daytona Bike Week
Date: Feb. 28-Mar. 9
Place: Daytona Beach
Info: 386-255-0981
www.officialbikeweek.com

ABATE Wheelfest
Date: Mar. 16
Place: Port Charlotte, Info: Bill 239-743-8337

David Allen Coe in Concert & Blast Off to Bike Week
Date: Feb. 22
Place: Punta Gorda, Charlotte County Airport
Info: Shari 863-494-1919

Biker's Paradise
Date: Feb. 28-Mar. 8
Place: New Smyrna Speedway
Info: 386-763-1302
www.daytonabikers paradise.com

Indian & Classic American Iron Rally
Date: Mar. 6
Place: Klassix Auto Attraction, Daytona Beach
Info: 386-252-3800

ILLINOIS
Holiday Party
Date: Jan. 18
Place: Chicago HOG
Info: 312-670-9699
www.chicagohog.org

Walneck's Swap Meet
Date: Jan. 19
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097

Motorcycle Show
Date: Feb. 7-9
Place: Rosemont Convention Center
Info: www.motor cycleshows.com

Chicago Chapter Chili Party
Date: Feb. 8
Place: Park Ridge VFW
Info: 312-661-9171

Bike Show & Swap Meet
Date: Feb. 23
Place: McCormick Place North
Info: 309-343-6588; 800-87-ABATE

INDIANA
Indiana Motorcycle Expo
Date: Feb. 20-23
Place: Indiana State Fairgrounds, Indianapolis
Info: 317-546-4344; renfroproductions.com

IOWA
Midwest M/C Show/Swap
Date: Jan. 25-26
Place: Sioux Falls
Info: 712-262-8910

Capitol City Cycle Show & Swap
Date: Feb. 8-9
Place: Iowa State Fairgrounds, Des Moines
Info: 712-262-8910

KENTUCKY
Easyriders Bike Show
Date: Feb. 1
Place: Kentucky Intl Convention Center, Louisville
Info: 800-962-9857
www.easyriders.com

LOUISIANA
La. State H.O.G. Rally
Date: Mar. 27-29
Place: Shreveport
Info: 866-342-7464; www.lastatehogrally.com

MARYLAND
Motorcycle Swap Meet
Date: Feb. 9
Place: Montgomery County
Info: 301-336-2100; www.jam-on.com

Frederick County Chapter Sweetheart Dance
Date: Feb. 15
Place: Mt. Pleasant Ruritan
Info: www.abate-of-maryland.org

Sadie Hawkins Dance
Date: Feb. 22
Place: Carroll County Chapter ABATE
Info: 410-876-2778

Tiny's Trek Poker Run
Date: Mar. 23
Place: St. Mary's County ABATE
Info: 301-884-0267

NEW JERSEY
Motorcycle Spectacular
Date: Jan. 18-19
Place: Somerset
Info: 386-252-3101

NEW YORK
Skin & Steel
Date: Jan. 25
Place: Riverside Convention Center, Rochester
Info: 585-234-0895
www.abatenymonroe.org

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 25
Place: Charlotte Convention Center
Info: 800-962-9857
www.easyriders.com

OHIO
Easyriders Bike Show
Date: Feb. 14-16
Place: Vet's Memorial, Columbus
Info: 800-962-9857
www.easyriders.com

OKLAHOMA
Sunday Mystery Poker Run
Date: Mar. 23
Place: ABATE, Okla. City
Info: 405-936-RIDE (7433)

PENNSYLVANIA
Motorcycle Parts Extravaganza
Date: Jan. 12
Place: York
Info: 386-252-3101

SOUTH CAROLINA
Motorcycle Safety & Awareness Rally
Date: Feb. 1-2
Place: Hardeeville
Info: 843-838-7838
www.abatesc.com

Lobby Day
Date: Feb. 12
Place: Statehouse, Columbia
Info: Dennis 803-438-8764

American Legion & Sertoma Poker Run
Date: Mar. 8
Place: Charleston
Info: 843-763-4567; 843-834-6312
www.abatasc.com

TENNESSEE
Easyriders Bike Show
Date: Feb. 8
Place: Cook Convention Center, Memphis
Info: 800-962-9857
www.easyriders.com

TEXAS
Gypsy MC St. Valentine's Day Massacre
Date: Feb. 14-16
Place: Boerne
Info: 210-822-5653; www.massacrerally.com

Leather & Lace Biker Ball
Date: Feb. 15
Place: Holiday Inn, Beaumont
Info: 817-917-3120; www.budasworld.com

WISCONSIN
Parts Expo & Swap Meet
Date: Mar. 23
Place: The Arena, Madison
Info: 262-835-9509

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

Lemonade and Big Dogs

Eight Lucky Winners Are Bringin' Home The Really Big Dogs

Photo: courtesy of Big Dog Motorcycles

The wait is over. Mike's Hard Lemonade and Big Dog Motorcycles have announced the winner of their, "Bringin' Home The Big Dog" sweepstakes on October 10. The winners, Daryl Roscoe from Chesapeake, Virginia, and Martin Whyte from Tesque, New Mexico, both made three friends very happy with a Special Edition Mike's Hard Lemonade Pitbull of their own.

The giveaway teamed Mike's Hard Lemonade and Big Dog Motorcycles in a unique promotion that gave two lucky winners the chance to get their hands on one bike for themselves and one each for three of their best friends. Each winner received a customized Pitbull. The nationwide promotion was administered through Mike's Web site and at remote retail sites throughout America. In addition, Big Dog Motorcycles promoted the sweepstakes at motorcycle events like Sturgis and at Daytona.

"This promotion has been a big hit for Big Dog Motorcycles. The response has been tremendous and has introduced Big Dog Motorcycles to a lot of people. Everyone at Big Dog congratulates the two winners and their friends. We wish them the best and hope they'll enjoy their Pitbulls," said Big Dog Motorcycles President Nick Messer.

It's a panic!

Panic Racing's Chris Gartman

Panic Racing Team recently announced the first-ever win by a "rear engine" motorcycle in U.S. National race event history. Pilot and owner Chris Gartman bested the current AHDRA champ with an E.T. of 7.233 at 172.21 mph at the Northwest Nationals in Woodburn, Oregon.

Chris is based in Langley, British Columbia, and is no stranger to drag racing with over 14 years of experience riding and winning on Harley-Davidson's. After three Canadian National championships in the Pro Dragster class, and setting numerous records along the way, Chris wanted to do something different. And he did exactly that.

Ideas of the truly innovative rear engine design by Dave Rode, of Rode Werk Engineering, became a reality in 2001, and surpassed Chris' dreams by taking "Big Guns" to a CMDRA championship in its inaugural year. His success in the Pro Fuel class has continued this year, having clinched the CMDRA points race in 2002.

Looking to the future, Chris feels there are still many challenges on the horizon. The passing of one milestone only leads to another. His hope is that Panic Racing can bring the recognition to the sport of motorcycle drag racing that it deserves.

Folks, if you haven't witnessed a human being on a 900-plus horsepower two-wheeled H-D monster going down a mile strip of asphalt—you haven't lived! See you at the races.

—Twiggy

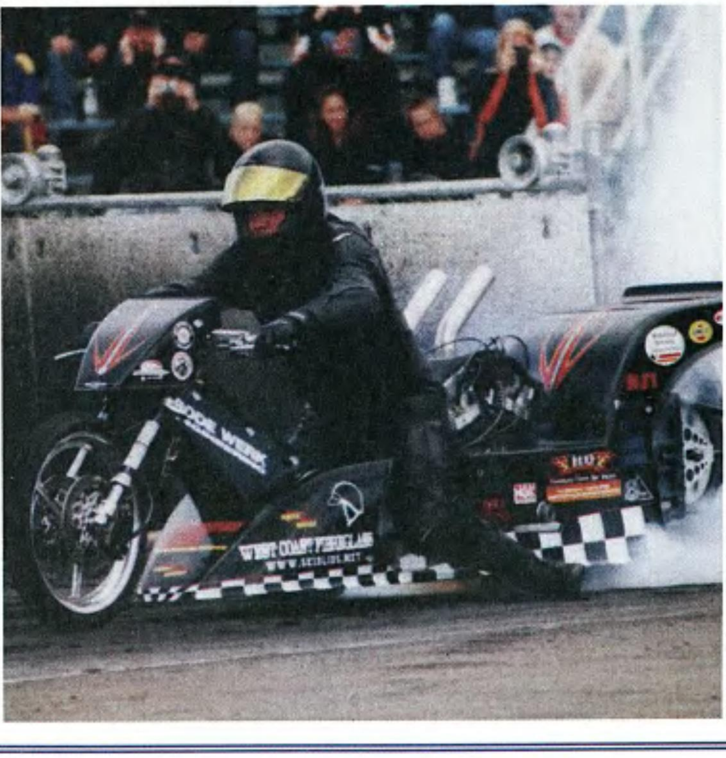


Photo: courtesy of Panic Racing

Coast to Coast

Biker News

JUST THE FACTS, PLEASE: Statistics are like a bikini...what they reveal is interesting, but what they conceal is vital. And what the National Highway Traffic Safety Administration has been concealing in their crusade to promote helmet laws borders on fraud. In their efforts to sway public opinion in favor of mandatory helmet laws, NHTSA, and others, have been quick to point out an increase in Florida's motorcycle fatalities in the year following a repeal of their lid law. What they fail to mention, however, is that a jump in motorcycle ownership has outpaced the fatality rate, and ABATE of Florida has compiled the actual numbers to refute the apparently flawed statistics being circulated by the federal agency.

"These figures represent the statistics for the first full year of our amended helmet law," explains James "Doc" Reichenbach, president and lobbyist for ABATE of Florida and chairman of the board for the NCOM. "As you can see, the actual number of deaths were up 11%, however the motorcycle registrations were up 20.4%, which represents an increase of over 40,000 new motorcycles on the roads. After all the figures are compiled according to the Florida Department of Highway Safety and Motor Vehicles, the death rate was actually down by 5.2%."

Also, based on the 40,000 new motorcycles on the road this past year, ABATE made the following estimates of what this amended law has brought into the economy of Florida:

The 40,000 new motorcycles at an average of $10,000 each:
$400,000,000
Sales tax on motorcycles at 6%:
$ 24,000,000
Registration fee on motorcycles:
$ 1,444,000
Change of title:
$ 1,190,000
Total: **$ 426,634,000**

"This total is almost one half a BILLION dollars in one year that was put into the economy of the state of Florida," says Doc. "Of this amount, over $25 million went directly into the state treasury for the budget. This also does not include the tourist money that increased because of Florida

being a freedom of choice state. In 2001 over $300,000,000 was spent in Florida at Bike Week during a 10 day period." The 2002 figures are not available yet, but participation was up from 2001.

"I hope these figures will help anyone who has heard the bad publicity that has come of our amended law," Doc summarized. "Deaths per mile ridden are down and the economy has gotten a huge boost."

WISCONSIN SUPREME COURT RULES AGAINST HELMETLESS RIDERS: The Wisconsin Supreme Court has ruled that ATV riders injured in accidents may have damage awards reduced by up to 100% for failing to wear a helmet. On June 26, 2002, the court issued a decision in an ATV accident case that allowed a reduction in damages from a head injury because the injured party was not wearing a helmet, reports ABATE of Wisconsin.

Although this was an ATV case, the court also stated that, "Our conclusion here pertains to helmet use while operating or riding a motorized, non-enclosed, moderate-to-high-speed vehicle such as an ATV or like vehicle."

"The leaders and Legislative Committee of ABATE are taking this threat very seriously and giving it a Level 1 priority," reports Dave Dwyer, legislative chair for ABATE of Wisconsin. "We have already been in contact with legislators to let them know what is going on and how we feel about it."

Wisconsin State Senator Dave Zien, longtime biker and member of the NCOM's Legislative Task Force, is working with ABATE to determine if the decision can be applied to motorcycle riders who suffer a head injury while not wearing a helmet.

"We intend to be ready with a bill to introduce when the new legislature comes into session in January," Dwyer said. "If for some reason this decision cannot be applied to motorcycles, I feel that we should go ahead with language to clarify how the courts should handle the no helmet defense."

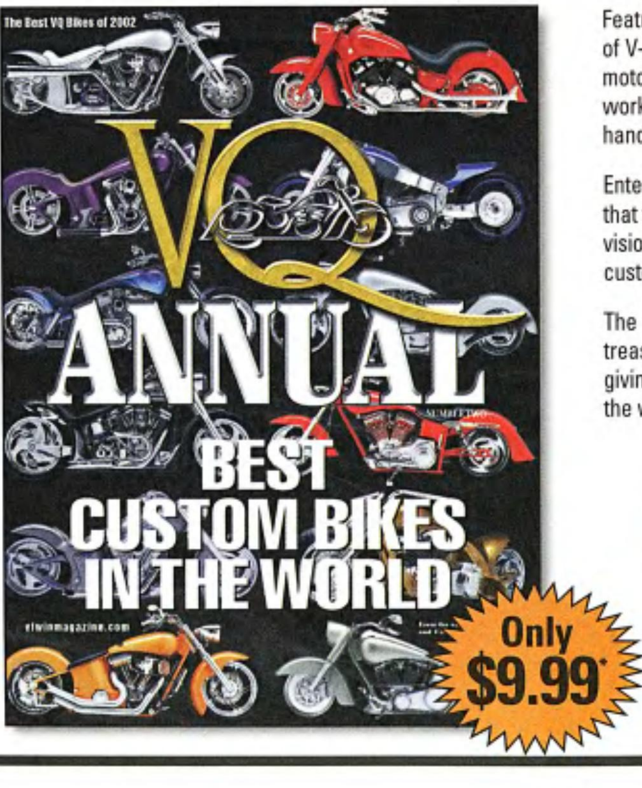
Wisconsin has enacted legislation that allows damages to be reduced by 15% for anyone injured in a car accident who is not wearing a seat belt, in reaction to an earlier Wisconsin Supreme Court decision. But the high court refused to transfer that over to the helmet-use case, even though they used the seat belt-use ruling as a guide in their recent decision.

The court stated, "that, ultimately, is a question for the legislature."

WEIRD NEWS OF THE MONTH: British traffic consultant Ben Hamilton-Bailie told the British Institution of Civil Engineers that improving road safety by making intersections more dangerous may actually decrease accidents.

The approach has already proved successful in Holland and Denmark, and relies on the idea that drivers will be more careful if they perceive more danger. Without road signs and road markings, they are forced to slow down and make eye contact with other road users to establish who makes the next move. A new game of "chicken" has arrived. *—Bill Bish, NCOM*

Presenting the VQ Annual 2002



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Ms. Easyriders 2002

So Long Foxy Roxy Leroux

It's hard to believe, but another year has come and gone. Time to say goodbye to a good friend and welcome in a new one. 2003 brings a close to the reign of your 2002 *Ms. Easyriders*, Roxy LeRoux, and opens the door for another young lass to try and fill her shoes. These shoes, in particular, are gonna be hard to fill—no, not because of their size—because Roxy has really kept us busy this year with appearances all over the country and making her time spent with us one of the more enjoyable experiences we've had around here.

It began as just another way to promote herself as the tallest *Penthouse* Pet, when she showed up at our bike show in Columbus, Ohio, back in 2000. At 6 foot 2 she was a hard sight to miss. We talked her into entering the Fox Hunt and over the next year she did nothing but promote the fact she was in the running and wanted nothing more than to walk away with the *Ms. Easyriders* title. Walk away my ass, she ran away with it!

After her landslide victory, Roxy made her first appearance at Columbus in 2002, where she broke all records for the most photos taken at the *Ms. Easyriders* booth. Of course her nightly appearance at the Dockside Dolls strip club didn't hurt our business either. From there it was on to major bike events in Daytona, followed by Myrtle Beach, and then Sturgis, with a few special store openings and other appearances thrown in for good measure. You can catch her eye-popping Sturgis photo shoot in the March 2003 issue of *In The Wind*, on sale right now.

Photos: Dino Petrocelli

How does our little Roxy treat all her fans? Well, we have received more mail than we know what to do with telling us how great she's been. No matter how long a day she's had, or how many pictures she's had to take, she always made time for people, making sure they were satisfied before sending them down the road.

If you never got the chance to meet this lady in person, you really missed out. Be sure to check out her Web site at www.tallestpet.com for all the info on where you can catch her next. Or, show up at the Columbus bike show this year and get one last look as she passes the torch on to another victim...er, winner. Who's that gonna be? Guess you'll have to show up to find out.

Thanks Roxy! It's been a helluva year.

—Oil Can

18th Annual Convention

NCOM News

Hosted by the Federation of Wisconsin Motorcycle Clubs, the 18th Annual NCOM Convention will take place May 8-10, 2003, in Milwaukee. It will be held at the Four Points Sheraton, Milwaukee Airport Hotel.

For room reservations call 800-558-3862 or online at fourpointshotel.com, and mention NCOM for the special group rate of $65 for a single/double. Transportation to and from Milwaukee's Mitchell International Airport is provided free.

For further info about the NCOM Convention, or for pre-registration, call 800-525-5355. *—Twiggy*

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

TITLE: EASYRIDERS; Publication No.: 0046-0990; Filing Date: 10/1/02; Frequency: MONTHLY; Annual Subscription Price: $39.95; Mailing Address: P.O. Box 3000, Agoura Hills, CA 91376-3000; Owners: Paisano Publications, LLC, Joseph Teresi; Editor: Dave Nichols; Managing Editor: Scott McCool. EXTENT AND NATURE OF CIRCULATION: Avg. No. Copies per issue during preceding 12 months/No. Copies of single issue Published nearest to Filing Date: A. Total copies printed – 331,493/334,930; Paid Circulation; 1. Paid/Requested Outside-County Mail Subs – 109,792/107,587; 3. Sales Through Dealers, Carriers, Street Vendors, Counter Sales and other Non-USPS Paid Distribution: 85,792/90,686; C. Total Paid Circulation – 195,584/198,273; D. Total Free Distribution by Mail – 1,012/580; E. Free Distribution Outside the Mail – 1,900/1,903; F. Total Free Distribution – 2,912/2,483; G. Total Distribution – 198,496/200,756; H. Copies Not Distributed – 132,997/134,174; I. Total – 331,493/334,930; Percent Paid Circulation – 99%/99%.

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Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

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Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

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Shenandoah H-D, 2800-C W. Main St., Waynesboro

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R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

TalkingTech

TICK, TICK, TICK

I just now bought a used 1999 Road King from my Harley dealer. It runs fine but there is a light tick in the engine. Sometimes it sounds like it's coming from the cams or the top of the engine, but other times I seem to hear it on the left. I hear it most at idle but it's also there when I go on the highway with the windshield. The dealer says this is normal and don't worry. What's your opinion?

Paulie B.
Brooklyn, New York

I'd have to go with your dealer. It's surprising how noisy some Twin Cams are, considering that noise control was allegedly the object of going with the two-cam, "silent chain" valvetrain in the first place.

Try to arrange a ride on another motorcycle that's similar to yours, and compare the noise levels. If yours is louder, make that point to your dealer and see what he has to say. Also, ask to see a copy of the Cam Bearing Repair Bulletin issued by Harley in July 2000, and ask if your motorcycle has gotten the recommended upgrades.

If you get the feeling that your dealer is jerking you around, call Harley at 414-343-4056 and ask for a customer service representative. When all else fails, go to the source.

NOT HAPPY WITH MY SIZE

I am new to Harleys and trying to buy a Sportster. Most of the used ones I have looked at cost as much as new, but I have finally found a 1998 883 that is reasonable. The only problem is that I like the 1200's power. I have heard that the 883 and 1200 have the same cylinders but with different bores. Is that correct? Can I convert the 883 to a 1200 just for the cost of boring the original cylinders and buying new pistons?

Rog
Internet

Sure. Call JE Pistons at 714-898-9763 or Wiseco at 440-951-6600. Both have 883-1200 conversion pistons. The JEs have a great reputation but so do the Wisecos, and I know a little more about them. First, and this is a biggie, weight is close enough to that of the stock 883 parts that you won't need to rebalance. Other plusses are that you won't have to modify the combustion chambers, and the pistons are available with three compression ratios- 8.5, 9.5, and 10:1.

An 8.5:1 should work real fine with the stock 883 cams. Personally, I'd spend the extra ducats on a set of hotter cams and go with the 9.5's or 10's. Check out Andrews' N8s, which are compatible with the stock valve springs. You can call Andrews at 773-992-4017.

The 1200 conversion will give you a nice bump all by itself, but cams and low-restriction mufflers will make the bump even better. Then, you could add a Mikuni HSR42 carb, a performance ignition module, and have the heads ported. Sound good?

SIZE MY JET

I ride an '03 Night Train with the stock CV carb. My local mechanics tell me that since I drilled 1-inch holes in my stock pipes, I must add a high-flow air cleaner and dyno-jet kit. I am not opposed to rejetting or adding the air cleaner, but I was not impressed with the dyno-jet kit. All it did for my 1200 Sportster was decrease gas mileage.

My sources have told me to replace the 160 main jet with a 170/175 and keep the 45 slow jet. I found my main jet to be a 190. I spoke with another mechanic who said the bike shouldn't be running with that large a jet, but after looking it up in an '01 Twin Cam manual, he found that to be correct for '01 models.

Will I be OK with drilled pipes, the stock air cleaner, and 190/45 jets? If not, what would you suggest? I'm planning on replacing the pipes with Short-shots, but I'd like to know if 1 3/4- or 2-inch pipes would be better.

Pete Larrieu
Via the Internet

Overheating, surging, and having the engine spit back through the carburetor are the most common problems with a lean carb. If you haven't run into them, I'd say your jetting is OK.

You might want to experiment a little to be sure you're getting the best performance that you can. Install a 50 slow jet, and ride around town a little to see how it feels. If you find an improvement, great. If not, just go back to your 45.

The best way to test the high-speed jet is to make several passes at a drag strip, preferably on a Test 'n' Tune day when you can get several passes in, or just power up a long hill on a back road.

If you go to the dragstrip, concentrate on easy, consistent starts, and jet for best mph. If you prefer the hill method, start at 4,000 rpm and open the throttle all the way.

If the jetting's right, your Night Train should pull clean and hard. It will feel sluggish if it's too rich, and surge, misfire, or just feel like something's holding it back if it's lean.

If you go with the hill method, use one of the lower gears to keep speeds down. You'll have enough to think about without sweating the cops.

Jets are cheap, and experimenting for an hour or two could easily pick up 5-8 horsepower for you and maybe improve starting and rideability in the deal. If performance isn't a big concern and you're not experiencing any of the lean symptoms I mentioned earlier, staying with your current jets should be OK.

The 2-inch pipes sound nasty but don't perform well on mild street engines. Stick with 1-3/4. If you decide to experiment with jets, wait until you switch pipes so you don't have to do it twice.

MAGNETO MALADY

I want to put a magneto on my '78 Low Rider, but I hear good and bad things about them. Are they reliable enough for everyday riding, and which one do you think is the best value?

John T.
Wichita, Kansas

Magnetos are as reliable as any other good points ignition, meaning that they do require a certain amount of maintenance. Points corrode and, occasionally, a condenser will fail. Taking spares along is a good idea when you travel.

My favorite mag is the tried 'n' true Morris M5. It's not cheap, but the auto advance feature makes for easy starting, kick or electric. —Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

"I took Viagra…"

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c'	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c'	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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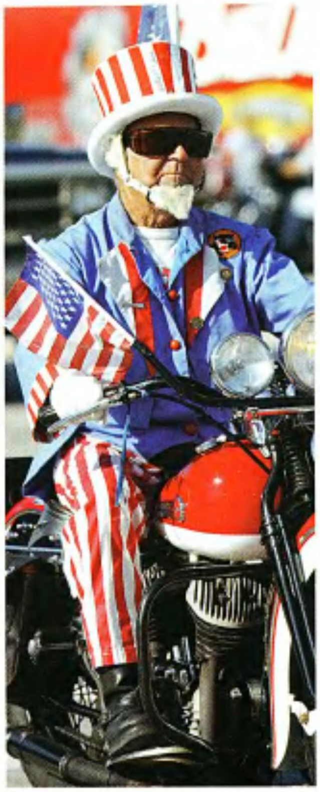
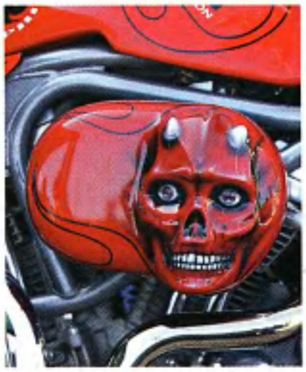
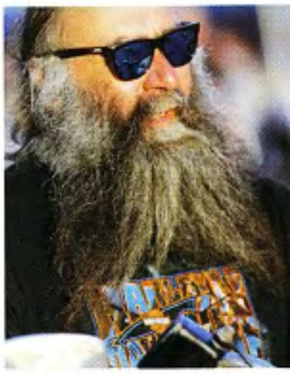
A DECADE IN DAYTONA

BIKETOBERFEST

The 10th annual Biketoberfest Run in sunny Daytona Beach, Florida, was more fun and less filling than its big brother Bike Week in March. Over 100,000 scooter lovers showed to mark a decade in Daytona from Thursday, October 17th to Sunday the 20th. A whole lot less bikers makes for easier parking, easier getting around and an







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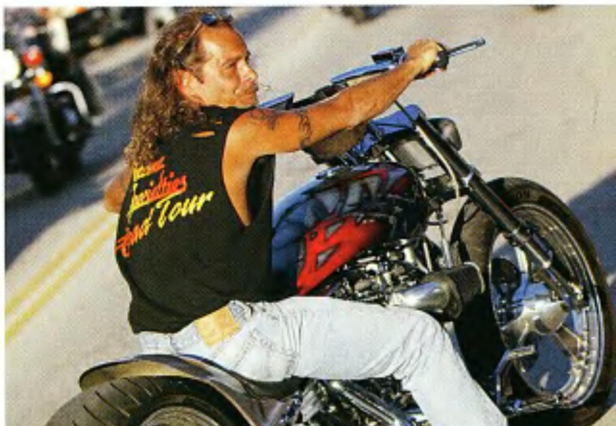

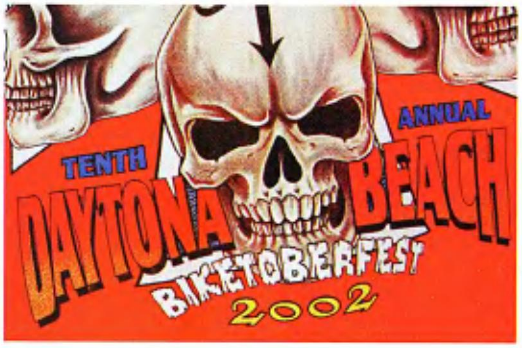
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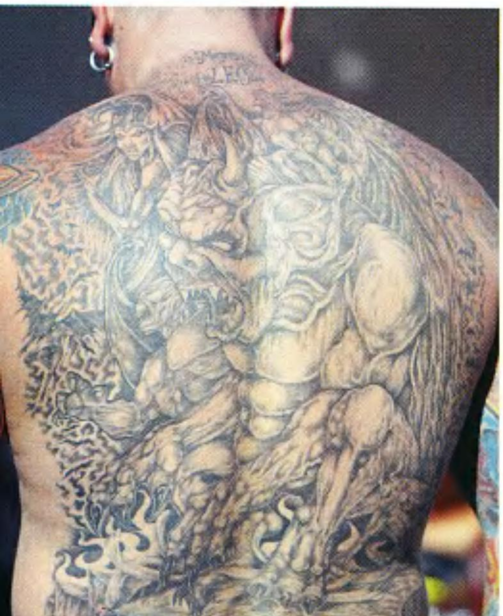
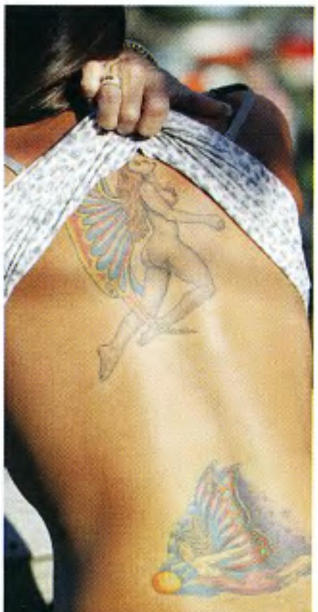
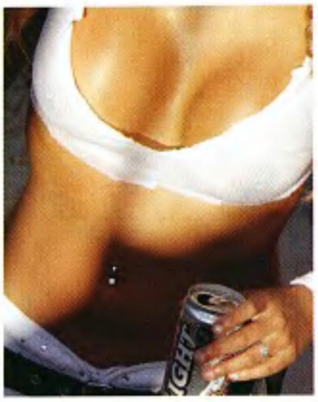
ANNUAL
DAYTONA BEACH
BIKETOBERFEST
2002



easier going rally…once you're a few blocks from Main Street or Beach Street, that is. At these hubs of biker activity you'll still find yourself doing the infamous Daytona Shuffle as you try to get down the sidewalk.

People naturally want to stretch this run out a bit but the City of Daytona Beach is having none of it. They want us to show up, drop our chain wallets, and leave. For instance, vendors told us that is you have a tent or booth up before noon on Thursday you'll get a $5,000 fine. The same thing happens if you have a booth still standing after midnight on Sunday. The coppers are as warm and friendly as always, making sure you get tickets for high bars, loud pipes and the like. A new noise ordinance allows the cops to give you a ticket just for rapping your pipes. There's also a new law that deals with open containers within so many feet of the sidewalk and blah, blah, blah…you get the picture.

Don't get me wrong, Biketoberfest is a blast, it's just that the blue hairs and "The Man" just can't leave us alone to have fun (its pretty much always been that way). Biketoberfest began 10 years ago around the AMA Fall Races and the Fall Tour (as it was known back then) and has grown every year since. There's all the fun of Bike Week but with a lot less people and attitudes to deal with.

This year the sun shined and perfect 87-degree weather was the norm. Main Street was a nonstop party and Beach Street was where you'd go to check out all the master bike builders, aftermarket and motorcycle companies. The Camel Roadhouse announced their custom builders for 2003: Kendall Johnson and Eddie Trotta are back joined by Billy Lane of Choppers Inc., and the incredible Canadian builder Tom Langton of Rumble Customs. Fresh on the heels of the Discovery Channel TV show, everybody wanted to meet Billy and he was the same humble and gracious guy he has always been, taking time for everyone and signing autographs. As for Tom Langton, his wild 1959 Cadillac-inspired, rock-a-billy Helldorado custom over at Carl's Speed Shop was the hit of this year's Run. Look for it right here in *Easyriders*.

At the Easyriders Pavilion, the Teresi Dyno Drags truck lured bikers over to

Band
Miller
Lite

check out the simulated drag-racing action. All the vendors across the street pause while the mighty truck does its extremely loud thing before continuing their conversations. Down the street at the Arlen Ness Custom Bike Shop, Arlen and Cory were on hand to shake hands and show off the new 2003 Victory Vegas model, which they designed, as well as their awesome 250 Rubber-mounted rolling chassis kits. American IronHorse turns these kits into the all-new Stalker model and it kicks ass. The Texas-based bike company also put on a hell of a party over at the Plaza Resort and Spa. A free rock concert by Rick Derringer and .38 Special was a big hit on Friday night as was the Sophie Girl Model Search contest on Saturday night. Look for the Sophie Girl winner, lovely Amber Dawn, in a future issue.

Bill Chaffin and Dino Paspalakis put on a great bike show over on the boardwalk and this year's big Best of Show winners were Joe Palermo of Ft. Lauderdale, Bill Falatick of Boynton Beach, and Michael Mays of Lauderhill all from Florida. Top place Overall Custom awards went to Mitch Mitchell of Pompano Beach, Brian Leonard of Miami, and Dan Burns of Winter Park—all of Florida.

Mike Lichter was on hand to shoot the great photos you're looking at and spent some time getting riding shots of old-time friends and master bike builders Donnie Smith and Dave Perewitz. Dave was honored to find out that he has been chosen to participate in a possible Discovery Channel motorcycle TV show, *The Great Biker Build-off Part Two*, in which he'll go head to head with Billy Lane. The two builders will show off their new custom creations at our Easyriders Bike Show in Columbus, Ohio, and the winner (judged by people's choice) will be featured right here in these pages.

As always, the highlight for many Biketoberfest goers was the four incredible days of racing action at the Speedway as the Fall Cycle Scene Championship Cup Series, Race Champions and PACE/Formula USA championship tore up the track. Highlights of Biketoberfest included good friends, great rides and some mighty purdy women. Special thanks to Bruce Rossmeyer's restaurant, The Wreck, for making us feel right at home. It's easy to see why a slew of East Coast riders make plans for two runs to Daytona each year. Even with all the laws, rules and regulations you just can't keep bikers from havin' a damned good time!

— *Dave Nichols*

Photos: Michael Lichter

H A V E I T Y O U R W A Y . . .

Far-Out Frame Guide

Choices, choices, choices... That's what freedom is all about, right? Well, if there's one thing ya got plenty of these days, it's choices, which means that when it comes to buildin' a custom scoot ya got more than your fair share of freedom. Rigids, Softails, rubber-mounted softail-style, Sportster softail-style, FXR replicas and gawd-only-knows what else exists out there for you, the custom builder, to play with.

Beyond that, lots of you talented folks out there start with a store-bought frame and proceed to cuttin', weldin' and grindin' and the next thing ya know, a whole new style emerges—but I digress. And why would ya wanna mess with all that geometry and whatnot when you can order virtually anything you want right from the builders themselves, making your life that much easier. More than likely, they'll know what rake and trail will work together with the length of your fork so you don't fall into that old floppin' front end routine that was all too common back in the day when all the choppin' was done in the garage.

What we've got up our editorial sleeve this month is yet another installment of our world-renowned buyer's guides, this time featuring some far-out frames to drag your bloodshot eyes over. Enjoy!

—Boxcar

Single-Sided by RC Components

RC Components now offers a brand new single-sided swingarm frame for builders (left). This swingarm provides a stunning view of the beautiful RC Components 18-x-8.5-inch rear wheel. Constructed from 1 3/4-inch tubing, the swingarm provides superior strength and lower cost while eliminating the bulky look of other swingarms on the market. This bitchin' setup is available in almost any rake and stretch combination and can accommodate a standard drive belt, even when using a 250-series rear tire. An added plus is that all of RC's forged wheel styles are available for use on the single-sided swingarm frames.
Contact RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101, or call 'em at 270-842-6000 and tell 'em *Easyriders* sent ya.

Swedish Sport by Paughco

Paughco's latest addition to the world's largest line of custom and replacement frames for Harley-Davidsons comes in the form of this stretched rigid Swedish Sportster frame. The follow-up to their hugely popular Swedish chassis for big twins features a 3-inch stretch in the backbone and a full 6 inches in the legs. The Swedish Sport is designed to fit '86 to present Sportsters, can be ordered with a 30-, 35- or 40-degree rake, and is fit with stock-style neck and no tabs. This particular model accepts 130 rubber, but a "wide" model is on the way.
For complete details on this and the complete line of Paughco frames, springers, exhaust systems and more call 775-246-5738. Visit their Web site at www.paughco.com.

'Doss 230' Super-Wide Frame Kits by Custom Chrome

These fat-tube frames were designed by customizer Rick Doss to utilize the new 230-series Avon tire. There are rigid and swingarm models built from 1 3/8-inch diameter DOM steel tubing that accept any big twin engine, except TC 88s. Other features include built-in fork bearing cups and races with internal fork stops for billet triple trees, built-in offset transmission plates for increased strength, and 3/4-inch diameter axles hidden by aluminum covers. Each frame kit includes a frame, a wraparound steel oil tank with rubber mounts, a sprocket shaft extension and nut (1991-up style), and a 1-inch thick inner primary spacer with O-rings and hardware. The frames are available with your choice of a 35-degee rake with fat bob gas tank mounts, or a 38-degree rake without any tank mounts.
See your local Custom Chrome distributor to get yours today.

Covington's Single-Downtube Frame

To create a clean open look for your bike, let Covington's Cycle City create a single downtube frame for your next project. These frames are available in your choice of rigid or softail and can be ordered with any rake or stretch you desire. These frames are made from your choice of 1 1/8- or 1 1/4-inch mild-steel tubing and can be ordered with right- or left-side drive. They'll also build you a frame with dual downtubes if you prefer a more traditional look.
Covington's Cycle City, 2424 Oklahoma Ave., Woodward, OK 73801. Call 580-256-2939 for more info or visit their Web site at www.covingtonscyclecity.com.

Xtreme Cycle Design

If you are planning on building a custom bike Xtreme Cycle Design offers the highest quality frames and innovative custom fabrication along with handcrafted fenders, gas tanks, oil tanks and front ends all made specifically to enhance the Xtreme style. Xtreme brings you the highest quality components for a perfect fit since they make their parts to function properly and look great together. Available in softail and hardtail models. Xtreme will custom tailor your rolling chassis to your exact specifications.

To get more information dial 714-628-1855 or visit their Web site at www.xtremeframes.com

Chopper Guys' Swedish-style Sportster FXR

This new frame from Chopper Guys accepts any 883 or 1200 Evolution XL motor and accepts all of the popular FXR bodywork and chassis components. The frame features 1 1/4-inch tube construction with a 5-inch stretch in backbone and a 6-inch stretch in the downtubes along with 35 degrees of rake. Included is Chopper Guys patent-pending front and rear motor mounts (100-cubic-inch Sporty motor not included). The front motor mount features a rubber Iso-mount with Heim joint. Chopper Guys recommends the use of an 8-inch over softail-style fork. The frame kit will accept up to a 180 tire with a 1 1/2-inch stock belt and the backbone is bare and round to accept a custom gas tank mounting. This frame is offered with a custom Chopper Guys billet swingarm or an OEM-style swingarm and must run 13 1/2-inch shocks.

For info dial 800-548-2467 or go to www.chopperguys.com.

Chopper Guys 250 Tire Pro-Comp

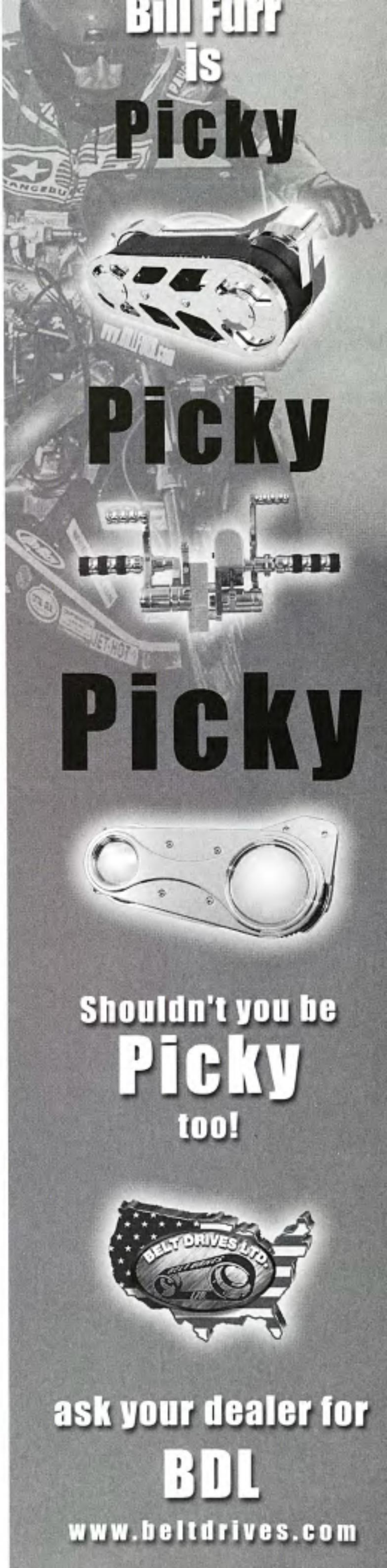
This Swedish softail-style frame features frame rails that are made of 1 1/4-inch tubing and comes complete with a 1-inch axle, swing-arm bearings, tranny plate with fifth bolt mount, and chrome button head swingarm bolts. This style of frame features 1 1/4-inch lowered neck height, with a 40-degree rake, 5-inch stretch in the backbone and 1 1/4-inch stretch in the downtubes and has 5/8-inch thick profile milled side plates. Chopper Guys frames use their own oil tank or a stock unit and you can choose a strutless fender or fender with separate struts. Chopper Guys recommends using a smaller diameter shock, such as Works Performance shock, for bolt clearance under transmission due to 1 1/4-inch offset. Frame is set up to run a 250 tire with a stock belt, and has a smooth top rail for custom tank mounting.

For info dial 800-548-2467 or go to www.chopperguys.com.

Paramount Custom Cycles' Hard-Core Stance

The new HardCore Highneck softail-style frame from Paramount Custom Cycles will accommodate a monstrous 250 rear tire, and is designed to achieve the look of the company's famous rigid frame while offering the comfort of a cruiser. Built from 4130 chromoly DOM tubing, it boasts 2 inches of stretch in the backbone and 5 inches of stretch in the downtubes. The HardCore Highneck comes complete with oil bag, rear axle, axle covers, CNC plates and mounts and PCC's patented offset bearing support system which allows you to center and balance the weight of the engine with the 250 rear tire. Paramount Custom Cycles will build your frame with your choice of rake.

For more information or to request a free catalog, please contact Paramount Custom Cycles at 775-324-2445 or visit their Web site at www.paramountcycles.com.



Cyril Huze Kool Kat Frame

Cyril Huze's new Kool Kat frame sports plenty of attitude as well as built-in looks and comfort. This softail-style frame accepts up to a 250mm rear tire and is ready to drop in a full-sized 1.5-inch rear belt. Features include a hidden oil tank, flush-mount struts, and a battery box located on the lower portion of swingarm. It also includes CNC-machined frame sideplates, swingarm and transmission plate that's welded to the frame for precise alignment. Specs include a backbone stretch choice of 3 to 6 inches and rake from 36 to 45 degrees. The front tubes can be ordered with 6 inches of stretch up for a chopper look to minus 2 inches for a street-racer look—and everything between.

Contact Cyril Huze at 561-392-5557 or check out his Web site at www.cyrilhuze.com

Stretch Leg Chopper Frame

The backbone of every biker's dream lies deep below the surface, and the folks at Biker's Choice recognize the needs of their fellow bikers to make those dreams come true. Their new Stretch Leg Chopper Frame features 38 degrees of rake, 5 inches of stretch in the downtubes, 3 1/2-inches of stretch through the backbone, and will handle a 200mm rear tire and belt without breaking a sweat. The frame incorporates large 1 1/8-inch diameter steel tubing and accepts stock Softail oil tanks and seats. A tubular swingarm, 9-inch fender struts, pivot kit and chrome axle and axis tube are all included. And for the real kicker, this frame requires no offset kit.

Call Biker's Choice dealer line at 817-258-9255 or visit them online at www.bikerschoice.com to find out more.

Chica-Style Gooseneck Frame

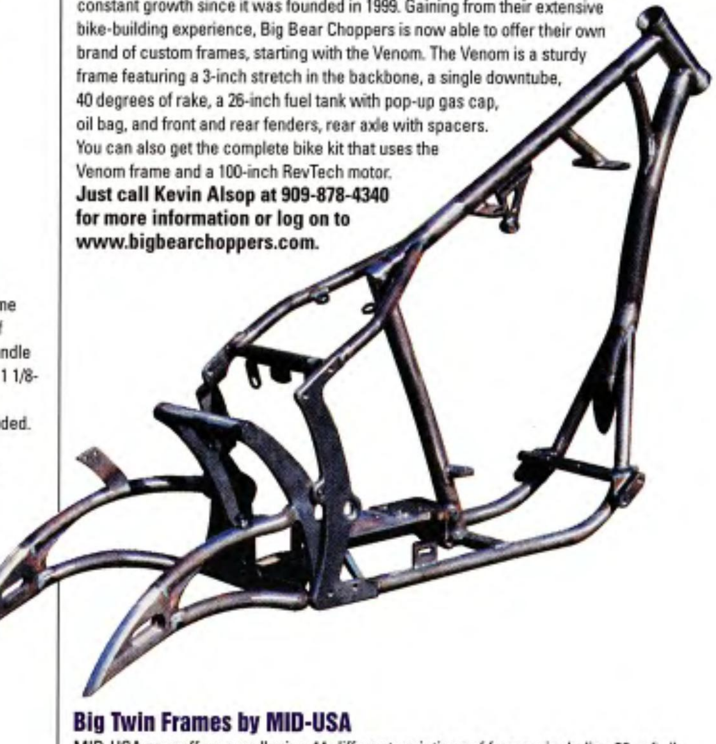
New from legendary Santee is this new rigid frame design featuring a 38-degree rake, and a 3-inch backbone stretch. Engine and transmission mounts are offset 3/4 inches to permit the use of 230-250 series tires with a 1 1/2-inch wide rear belt. Frame has fully machined axle plates, accepts standard oil tanks, and is supplied without gas tank mounts.

If ya need to know anything else, drop by your local Custom Chrome dealer or check out their Web site at www.customchrome.com.

Big Bear Choppers Venom Frame

California-based Big Bear Choppers has built their business and their reputation by delivering customized, power-packed bikes that fit the pocketbook of the average consumer. Led by Australian transplant Kevin Alsop, the company has experienced constant growth since it was founded in 1999. Gaining from their extensive bike-building experience, Big Bear Choppers is now able to offer their own brand of custom frames, starting with the Venom. The Venom is a sturdy frame featuring a 3-inch stretch in the backbone, a single downtube, 40 degrees of rake, a 26-inch fuel tank with pop-up gas cap, oil bag, and front and rear fenders, rear axle with spacers. You can also get the complete bike kit that uses the Venom frame and a 100-inch RevTech motor.

Just call Kevin Alsop at 909-878-4340 for more information or log on to www.bigbearchoppers.com.



Big Twin Frames by MID-USA

MID-USA now offers a walloping 44-different variations of frames, including 26 softail-style, 15 rigid and 3 swingarm frames. Mind boggling. There are frame widths for stock-sized rear tires up to massive 250mm series tires. Neck-rakes choice range from 30 degrees up to 42 degrees, plus you can pick front downtubes from stock up to 8 inches of stretch and backbone stretch up to 4 inches. Available tubing sizes are 1 1/8-, 1 1/4- and 1 3/8-inch O.D. and all frames have extra gussets in high-stress areas. These frames are built by either Rolling Thunder Mfg. or Kraft Tech Inc. and all include Manufacturer's Statement of Origin.

For more info contact MID-USA at 800-632-0024 or go to www.mid-usa.com.

Atlas Pro Magnum Sportster Wide Drive Chassis Kit

The Atlas Pro Magnum (right) continues to set the standard in custom chassis fabrication. Atlas has completed a kit for Sportsters that will accept a 180/55 x 18 rear tire on a 5.5-inch rim. The frames will accept all Eva and cast iron Sporty motors from 1979 and later. The chassis is supplied with an Atlas Wide Drive swingarm, setup for belt or chain drive and the frame requires an Atlas Sportster oil tank, axle adjusters and coil mounts. The tank mounts are designed for the flatside gas tanks. These frames require an 8 1/2-inch wide rear fender and Atlas struts, and they accept standard Softail seats. The Pro Magnum accepts '87 and later OEM or Progressive Suspension Softail Shocks. The neck is set up for 1-inch Timken bearing neck cups and can ordered with 35 to 38 degrees of rake.

Contact Atlas Precision, 16091 Kamana Rd., Apple Valley, CA 92307 for more info. Phone: 760-242-9111; fax: 760-242-5332; Web site: www.atlasprecision.com.

Atlas TC88B Softail Chassis

This is not a replacement frame, but is in fact a fully custom chassis kit set up for a 200 tire with the stock 2000 Softail belt and 70-tooth pulley combination. A shorter 130- or 132-tooth belt will be needed if you use a 65-tooth rear pulley. Atlas supplies all Softail "B" frames with the front and rear motor/trans mounting bungs, washers, spacers and nuts in plain steel, or as an option the same combo in chrome for an additional charge. This chassis is setup to take 2000 Softail shocks, forward controls and belt guard and also accepts the pre-2000 rear caliper and hanger, custom fender struts, big twin forward controls, and flatside gas tanks or custom tank application. The frame uses a top-mount, winged oil tank, available from Atlas, that is custom fit to contour with the side plates of the frame.

Contact Atlas Precision, 16091 Kamana Rd., Apple Valley, CA 92307. Phone: 760-242-9111; fax: 760-242-5332; Web: www.atlasprecision.com.

Walz New Single Downtube Chopper Frame

This frame is available for all Evo-type motors and also Twin Cam motors. Walz offers the option for a 131-cubic-inch Merch motor or you can go bigger as well. The frame and swingarm accept a 10-x-18-inch rim with a 250 tire in combination with a full-sized belt. The wheels and the motor stay centered which guarantees balanced handling. The frame has a 40-degree rake, 2-inch stretch in the backbone and a 2-inch stretch in the single downtube. For a few bucks more, the frames are available in any rake and stretch and are constructed from strong German-quality steel. The single downtube is 2 inches in diameter and the rest of the tubes are 1 1/4-inch diameter.

All the parts like the frame side plates, the neck, the motor and the tranny mounts etc. are CNC machined. They also offer several rolling chassis kits in different stages.

For more info, check out their Web site: www.walz-hardcore-cycles.com.

PYO Super Sport Chassis

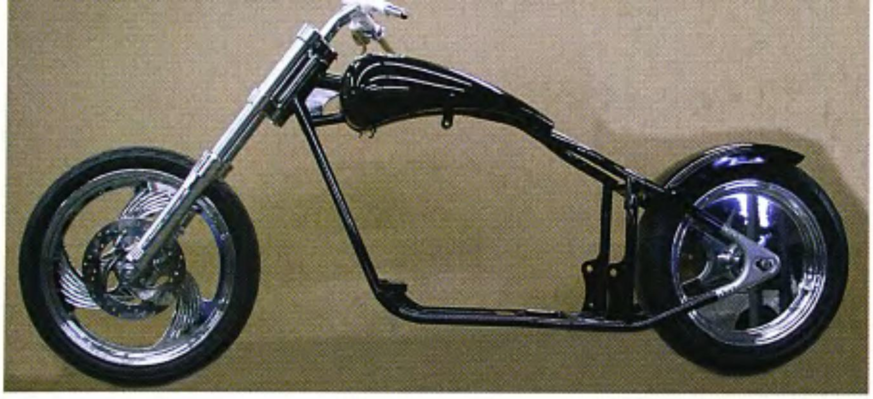
Check out the latest chassis from Paul Yaffe Originals. It features their Streetster frame which has tons of accessories available for it such as PYO's Roadster rear fender, Roadster gas tank, Y-Bars, DEI front fender, and the Paul Yaffe wheel, etc. The frame is available for both Eva or Twin Cam drivetrains and tires up to 250mm. Get the scoop at www.paulyaffeoriginals.com or call 602-840-4205.

Paul Yaffe Originals, 2211 E. Indian School Rd., Phoenix, AZ 85016.

The Rolling Thunder Rigid 230/240mm for Twin Cam B

If you're looking for a classy chassis for your TC88B project, Rolling Thunder has your frame. Built from 1 3/8-inch tubing, these frames feature internal fork stops and 3/4-inch hidden axle with billet covers are standard equipment for this large tire rigid. The optional oil tank is built to match the seat side rails for a clean look.

For a Rolling Thunder dealer near you call 450-699-7045.



Rowe Custom Frames

Here's a way for you to get your choice of rake and stretch in a high-performance rigid frame. Rowe Machine's frames are constructed of mild steel 1 1/4 x 0.095 tubing. All frames are heliarc welded and CNC-machined for maximum precision. There's even billet frame ends and axle covers for an added custom touch. Rowe Machine also manufactures a complete line of custom rubber-mount frames and components so you can build just about anything you can dream off—with a little help from...
Rowe Machine, 148 Batchelder Rd., Seabrook, NH 03874, or call toll free 800-531-6301; fax: 603-474-9114.

Daytec Goliath Series "250" Frames

This is the big one! The newest creation from Daytec is the Goliath series frames (right) made with massive 1 1/2-inch-diameter tubing on the frame and 1-1/4-inch on swingarm with a hidden rear axle. There's a new modular design removable front motor mount assembly and it's available in left- or right-side drive with softail-style or Stealth swingarm. It takes a 250mm tire size and accepts 5- or 6-speed transmissions and any size Evo motor. The kit includes: primered paint-ready frame, STS- or Stealth-style swingarm, polished stainless steel rock guard kit, pivot axle bearing and shaft assembly, 1-inch-diameter rear axle and axle block covers and shock safety kit. Oh yeah, it's big. **Contact Daytec Center, 17469 Lemon St., Hesperia, CA 92345. Phone: 760-244-1591; fax: 760-244-6373 or visit their Web site at www.dayteccenter.com.**

Daytec Generation 2 Soft-Tail Chassis

The Daytec Generation 2 Soft-Tail chassis (below) utilizes up to a 200 rear tire with full-sized drive belt. Crafted from 1 1/4-inch-diameter tubing, with a new b old design, this chassis is available in any rake or stretch and has a Pro-Street neck. Not available for 4-speed transmissions. Frame kit includes: frame, swingarm, polished rock guard kit, chrome-moly rear axle, polished axle block covers, pivot axle and bolt kit, upper motor mount extension bracket and shock safety plate. **Contact Daytec Center, 17469 Lemon St., Hesperia, CA 92345. Phone: 760-244-1591; fax: 760-244-6373 or visit their Web site at www.dayteccenter.com.**

FXR Chassis from Robert Symms Custom Components

Robert Symms Custom Components is now marketing FXR-style drag/street frame kit. The frame us made from 1018 DOM seamless tubing and accepts FXR rubber-mount components. All of these kits include billet swingarm mounting system with steel axle, stabilizers and polished end caps. These kits are available in a 180-200 or 230-240 rear tire size with a choice of 33 to 42 degrees of rake, and you can order a standard length or order plus-2 or plus-5 inches of stretch. Evo or Twin Cam versions are available and you can order mid or forward controls.
For more info contact Robert Symms Custom Components at 818-788-1216 or on the Web at www.robertsymmscustoms.com, or e-mail at robertsymmscustoms@msn.com.

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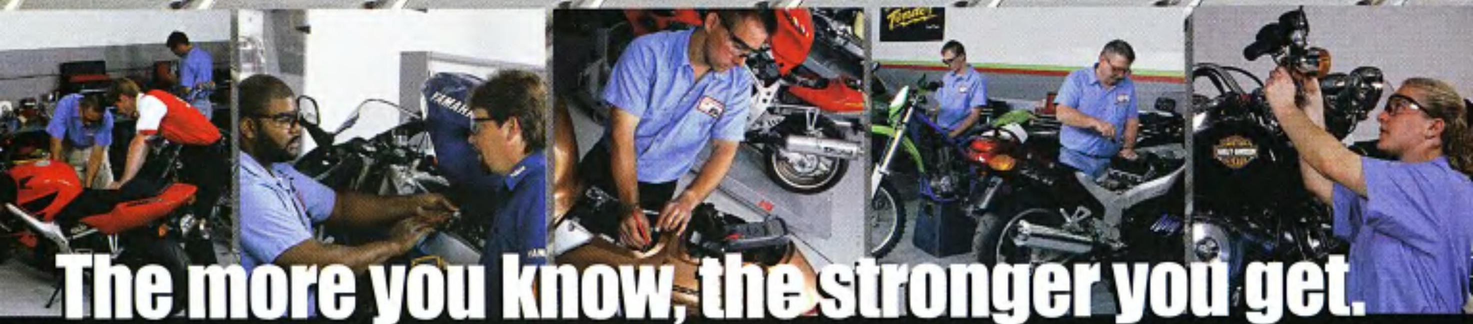

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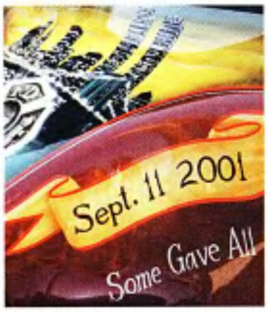
The idea began as a small get together. Invite the operating engineer union guys who had worked at Ground Zero in New York City to the operating engineers foreman's home for a barbeque with all the families. But, the number grew. The large number of bikes roaring through sleepy Bloomsbury would raise eyebrows in the tiny West New Jersey town. So, Greg Nolan, foreman of the operating engineers at Ground Zero, thought he would get all the guys together and create a big charity run instead. That's how the first annual Ground Zero Independence Ride began. It was killer!

Once the idea for a charity run was a done deal, Greg and his buddies phoned up Woodstock Harley-Davidson who immediately responded to the cause. Kim Rose, Louise Marder and dealer owner, Jan Dordick, phoned up all the local area businesses, state and local police to get



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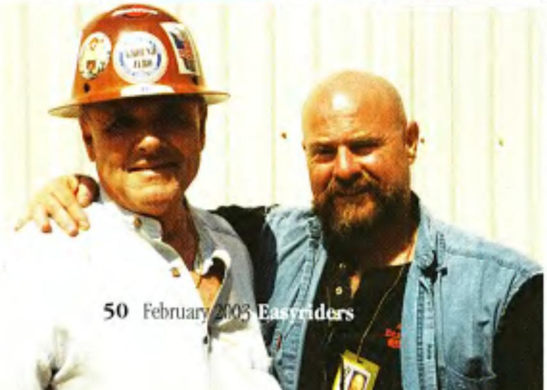

support for the charity run. Tuesday's Children, a non-profit charity that benefits children who lost their parents in the World Trade Center tragedy, was chosen as the recipient for funds raised.

The ride began in Battery Park City with a police escort that led 1,000 strong to Woodstock Harley-Davidson in upstate New York. Firefighters, police officers, Port Authority officers, EMTs and union workers, including supporters for the cause and those who lost loved ones at the Twin Towers joined in the run. It was an inspiring day for a great cause. To donate please contact Tuesday's Children, P.O. Box 4750, Manhasset, NY 11030.

—Sasha Mullins

Photos: Sasha Mullins

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MASTER PAINTER

Going Mental with Vince Goodeve

In the early 1980s Vince Goodeve set up a booth at a flea market in Toronto, Canada, and painted T-shirts on the weekend. "I'd eke out probably enough to pay for the booth," laughs Vince. "But I slowly started establishing my clientele. Now when I look back at my work then, I wonder why people paid for it."

As he was airbrushing his T-shirts, guys with bikes were coming by more than happy to let him practice on their gas tanks for free. Always drawing and always looking for some new venue to express his art, Vince soaked up sales in some unusual ways. "I was even painting towels, bath towels, anything that would stay still long enough for me to paint." Eventually the word got around the Toronto area that someone was doing some unusual art and Vince began painting more bikes than towels. "Back then not too many people were doing that kind of art or if they were, they guarded it like Fort Knox. I'd always ridden bikes, and in the mid- to late-80s I started doing more bikes, but by no means did I make a living from it, it was just a means to supplement my income." Vince would then pay his dues and further hone his skills by working 10 years in a body shop painting cars and spending his weekends doing his bike-painting thing.

In 1990, after saving up his hard-earned coin, Vince officially hung up his bike painting shingle. "I finally didn't have to do anything but paint. I took all my money from working in the body shop, and dove in. It was funny; I bought a house, had my first kid, my son Connor (and later daughter Summer), and started the business all in the same year. It was a big chunk to bite off. My wife Lisa and I started with a really big shop, but eventually carved it down to the essentials that we needed. At the beginning you just don't know. At first we tried to accommodate about everything that could be painted, like vans, cars, trucks, even tractor trailers, whatever we could get. Now, it's focused on custom bikes although we do helmets and an occasional hockey mask. Except when the customers get the masks back, they say, hey, these are too nice to get scratched up." Vince also does a lot of work for the local Harley dealerships including Fox H-D out of Shallow Lake, Ontario, and also credits Bob McKay of McKay's Harley-Davidson for helping get his business rolling. About those T-shirts he painted many years ago, we suggested that they're probably collector items now. "Nice of you to say that," says Vince, meaning it.

Vince's studio, and home, is located in a rural section outside Toronto where life is, well, about as idyllic as it can get. His wife Lisa is also his painting partner and has always been an integral part of the business. Asked what the role she played at the shop, Vince laughs and says, "Everything but airbrush. She pretty much holds down the fort. She does prep work and can prep better than anyone I can hire."

When taking on a job, Vince goes through an unusual, but obviously effective, creative process with the client. "I like it best when they give me a free rein to go mental on the project. I'll establish some perimeters and definitely the color, and often I ask the customer, if you were to put your paint job to a song, what would the album be? For example, I just finished a paint job on a super-custom chopper for Easyriders of Dallas, a bike with a wild and crazy theme from the '60s. There must be like 600 hours of airbrush on the bike alone. When I asked them for their choice of music, they said the Beatles' *Revolver* album. So I went out and bought it, and it became my anthem for like a month and a half in the studio while I painted."

Vince is not what you'd call a mass production operation; each job tackled with a focus and intensity based on quality over quantity. Very significantly, Vince

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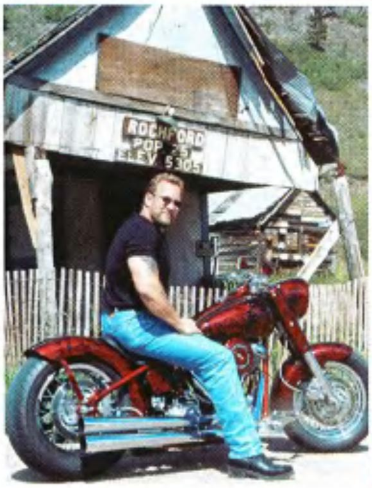

Photos: Provided by Vince Goodeve

takes on the whole job in that the raw metal is shipped to him, from customers all over Canada and the U.S., and he handles all the molding, prep work, base and custom painting. "We're responsible for the whole thing. I want to be known for extreme quality. We don't pump out a million bikes, maybe 30-40 a year max." And how long do you wait for your new Vince Goodeve custom paint? Incredibly, your bodywork will come back to you in two-three weeks, a bit longer on super-radical jobs like the project for Easyriders of Dallas or the Bob McKay Custom V-Rod project.

While Vince lists H.R. Giger of *Alien* film fame as well as the fantasy imagery of Boris Vellejo and Frank Frazetta as his artistic influences, when asked what marks his own unique style, usually Gothic in theme, Vince thinks for a moment, then replies. "I guess it's got soul. You look into the eyes of the image, and there's something there, there's a piece of me left behind every time I do a job." He usually sits down with a client for two or three hours and works up the concept and preliminary sketches. "I try not to go into too much detail, just enough to get the idea across to the client. I save my energy for the final version, the one that goes on the tank." Sketching the design directly onto the surface, he uses chalk or very light lead pencil, rather than something oil-based that could end up warping the finish. When he's ready to paint, it's usually completely freehand, tape-avoided because it can lead to problems.

As to milestones in his career, Vince says, "There'd be a lot of bikes people wouldn't remember, ones where I achieved a certain technique, an element of pin-striping or portraits that I'd worked on for years that finally came together, personal victories that no one would even know about. The other milestones would be the more public ones where you're recognized by your peers and by the industry. In the last two or three years I've had a few good calls like The Ultimate Sacrifice bike that won 2001 Painter of the Year Award from *VQ*. That really launched a lot of interest. But the image for that bike was one that had been in my head for four or five years. I finally found the right bike and the right guy that was willing to promote it and take it all over the place. That makes all the difference."

Speaking about going all over the place, Vince, through *Airbrush Art and Action* magazine, has been teaching advanced mural painting in a series of seminars to customizers in cities like Chicago and Las Vegas. "I get to meet other really great artists, and hopefully teach other people how to get going of what I do. People ask me aren't you afraid they'll start copying your style? I say more power to them. It just makes our industry better."

As far as any competition, they'd have a lot of catching up to do. Vince's many accolades include Best Artwork at the 1998 Canadian International Classic Bike, Best Artwork at the 1999 London Motorcycle Show, Best Mural at the 2000 National Motorcycle Swap Meet, Best Paint at the 20001 North American International Motorcycle Show, Best Artwork and Best Paint at the 2001 London Motorcycle Show, and first place Radical Custom at the 7th Canadian National H.O.G. Rally.

Currently, Vince is working on a bike whose paint scheme will feature full-coverage tattoo imagery, a fact that reflects another of his talents. Yes, he's also a tattoo artist so you could say his artistry is more than skin, and metal, deep. For more information log to his Web site at www.goodevestudio.com or e-mail him at info@goodevestudios.com or just phonehim at 519-371-9800.

—Paul Garson

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Mark Cohen of Custom Cycle Creations in Carlsbad, California, says, "I don't want to come across as an angry, grouchy person, but I don't get my motorcycle building ideas looking at motorcycle magazines or looking at other people's motorcycles." When people come to him and say they want a ".44 magnum shell on my shotgun exhaust and this an' that…I say fuck it, I don't do that shit." He prides himself as being anti-trend, and told us, "I actually tend to go the opposite direction most of the time." He likes to build bikes for the people who share his taste and isn't into the bubble gum stuff the masses favor.

"My biggest gripe with the whole motorcycle business is you hate to voice your opinion too much," Mark says, "because then people think that the guy's just an angry, pissed-off fucker. It's not the case, it's just that I look through the magazines and I go 'what the fuck is this?' To each his own, I guess, right?"

Mark began to notice that the trend in the magazines seemed to be moving towards the high neck-style chopper, so for this ride he went with a low neck frame, kicking the front end out with a lot of rake. This bike has 60 degrees of rake, which is extreme, but the guy who ended up buying it rides it everyday all over the place with no problems at all. Mark actually built the bike for himself, but his friend saw it and kept hounding him until he finally decided to sell it to him.

Mark's design philosophy is that a bike has to combine form, function and flow, incorporating a continuous theme from front to back, without a lot of clutter in between. That's what gives the bike its continuity, the individual pieces are designed for the specific bike, because a bike is the sum of its parts. The mistake many people make, according to Mark, is picking out parts from a catalog, with this front end, this gas tank, this seat and rear fender, so you come out with a bike that "looks like a combination of about 15 different projects…with no continuity from the front wheel to the rear wheel."

Custom Cycle Creations designs all their own frames, which are built by a frame company that they contract with. CCC builds their front ends on the premises, as well as pounding out the sheet metal, including gas tanks, oil tanks and fenders. They bend the bars, pipes and build many of the accessories that are on this bike. When they construct a bike, they like it to showcase the original parts that they produce, and when they use a part from another company, it's an involved process to decide what will look and perform the best as part of the total package.

The red metal flake paint job on this scoot was actually picked by Mark's 5-year-old daughter. They sprayed out several panels and couldn't decide which color to go with. So he let his little girl decide. She picked the heavy, dark red metal flake panel because it matched the ruby slippers that Dorothy wore in *The Wizard of Oz*. The painter, Pasi, is a friend who works primarily restoring high-end, Pebble Beach Concourse-type cars.

The Wizard of Carlsbad

INSPIRED BY DOROTHY'S RUBY SLIPPERS

Mark and his crew assembled the big-inch mill of mostly S&S components, as well as the transmission, using Delkron cases and 6-speed internals. Custom Cycle Creations offers two rolling chassis kits, with a variety of custom laced wheels and other complementary products for their customers.

If you're after a clean chopper design, without the trendy, ginchy disco stuff, check out the bikes and fine products on Custom Cycle Creation's Web site at, www.customcyclecreations.com, or check 'em out next time you are down in the San Diego area.

—Kit Maira

Easyriders

passin' gas

Jake and his ol' lady, Jan, were having drinks when they got into an argument about who enjoyed sex more.

Jake said, "Seems to me, men obviously enjoy sex more than women. Why do you think we're so obsessed with it?"

"Good point!" Jan countered. "However, think about this, when your ear itches and you put your finger in it and wiggle it around and then pull it out, which feels better—your finger or your ear?"

Rocky
W. Palm Beach, Fl

Stressed out by city livin', Butch quit his job and bought a cabin in the mountains with his closest neighbor being four miles away. One night Butch was finishing dinner when someone knocked on the door.

"Howdy, I'm yer neighbor," said a bearded mountain man. "I'm havin' a party Saturday night and thought you might like to come."

"Sounds great, man," replied Butch.

"Gotta warn ya though," the man said. "There's gonna be a lot of drinkin'..."

"Cool, I dig drinkin'," said Butch.

"More than likely gonna be some fightin', too..." said the gap-toothed neighbor.

"I can hold my own," stated Butch.

"And last time I had a party there was some screwin' goin' on, too," the neighbor said.

"That's okay. I been alone for six months," says Butch. "By the way, what should I wear?"

"Oh, that don't matter none," grinned the neighbor. "Jes gonna be the two of us..."

Big O
Greensburg, Pa.

This young prospect walks into a whorehouse and tells the madam he'd like a girl who's very experienced orally. She tells him the price and introduces him to the girls he can choose from.

When he gets to the room he tells his date, "Okay, here's the $100, now pull down my pants and suck my cock."

The girl unzips him, takes out his member and says, "Why, that's no cock, that's just a pee pee."

The distressed bro looks at her and says, "Alright, here's another hundred, now call it a cock!"

Tom Curry
Howell, Mich.

After years of dating, Sara finally talked Chopper into marrying her and they took off on their honeymoon, heading off to a hotel for some time alone. When they arrived, Sara asked the clerk if they had a suite.

The clerk replied, "Yes we do, how about a bridal?"

Chopper interrupted his bride saying, "Nah, I'll just hold onto her ears till she gets the hang of it."

Paul Bomersbach
Waynesburg, Pennsylvania

On the day of his daughter's birthday, Rags tells her, "Sweetheart, today you're 18 years old. Take this check to your mother and tell her this is the last support check she's ever gonna get from me, and watch the expression on her face!"

His little girl tells him, "Okay, Dad."

Later, at her mom's house, the youngster says, "Here, Mom. Dad told me to give you this check and tell you that since I'm 18 now, it's the last support check you'll ever get from him. Then he told me to watch the expression on your face."

Her mother replies, "Well, honey, go tell him that he's not really your father and watch the expression on *his* face."

Steve Schwacke
Lanham, Md.

Big Al was in court gettin' a divorce. At the end of the proceedings the judge says to him, "I'm going to give your wife $500 a week. Do you have anything you'd like to say?"

Big Al replied, "Why, thanks, your honor. You're very generous, and ya know what? Every now and then I'll try to kick in a few bucks, too."

Big D
Funtown, USA

Clueless was walkin' down the street one night when he hears a woman in the shadows whisper, "$20 for a date..."

Since his ol' lady wasn't puttin' out lately, he figured why not go for it. She drops to her knees and starts goin' to work on his tool when a cop shines a light on them and demands, "What's going on here?"

Clueless looks up and says, "I'm just getting' a little head from my ol' lady."

"Oh, that's different. I didn't know," says the cop.

"Yeah, well neither did I until ya shined the light on her face."

G. Lowery
Camp Snoopy, Calif.

A woman walked into a drugstore and asked, "Do you have Viagra?"

The druggist said that they did.

The woman then asked, "Have you ever tried it yourself?"

The druggist replied, "Yes, in fact, I have. And I can recommend it."

"Well then, can you get it over the counter?" she asked.

"Well, I might if I take two," he replied.

Ben Bushner
Huntsville, Texas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Mark Cohen
City: ....Carlsbad, California

General

Fabrication: ....Custom Cycle Creations
Year/make: 2002 Custom Cycle Creation
Model: ....2002 chopper
Assembly: ....Custom Cycle Creations
Time: ....four months
Chroming: ..Sanchez Polishing

Engine

Year: 2002
Builder: ....S&S
Displacement: ....113 cubic inches
Cam: ....won't say
Carb: ....S&S G
Ignition: ....Crane HI-4
Pipes: Custom Cycle Creations

Transmission

Make: ....CCC 6-speed, Delkron cases

Painting

Molding: ....Pasi
Painter: .... Pasi
Color: ....ruby red metal flake
Type: ....House of Kolor
Special paint: ....top secret

Frame

Maker: ....Custom Cycle Creations
Type: ....rigid
Rake: ....60 degrees
Stretch: ....5 inches in legs, 3 inches in backbone
Shocks: ....your ass

Accessories

Handlebars: ......Custom Cycle Creations
Risers: ....W&F (European)
Handlebar controls: .... Performance Machine
Fender: ....Custom Cycle Creations
Headlight: ....Headwinds 2-inch
Taillight: ....Custom Cycle Creations
Speedo: ....no
Pegs: ....Exile Cycles
Foot controls: ....Exile Cycles
Gas tank: ....Custom Cycle Creations
Oil tank: ....Custom Cycle Creations
Oil system: hard stainless lines
Seat: ..Custom Cycle Creations
Mirrors: ....Landmark
Grips: ....Harley-Davidson

Front end

Type: ..springer 24 inches over
Builder: ....Custom Cycle Creations
Special Features: ....internal shocks, 6-degree internal rake

Wheels

Rear

Size: ....250 x 18
Hub: ....Custom Cycle Creations stainless
Rim: ....18-inch stainless, 1 20-spoke
Tires: ....Avon
Brakes: ....Custom Cycle Creations brake sprocket

Front

Size: 21-inch front/18-inch rear
Hub: ....Custom Cycle Creations stainless
Tires: ....Avon
Brakes: ....Custom Cycle Creations

Photographer: ....John Wycoff

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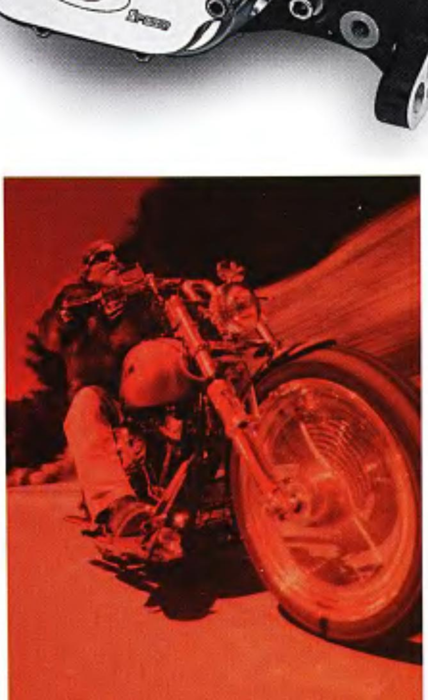

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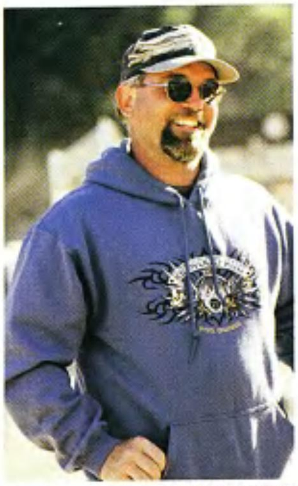
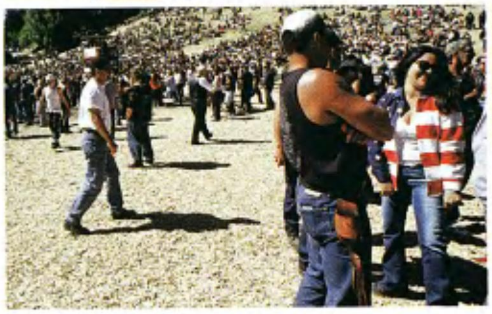


No doubt, one of the best private parties in our nation is Northern California's Redwood Run. This year marked its Silver Anniversary as the sellout crowd of 5,000 rolled in to celebrate the first warm days of summer. The Kiwanis of the Redwoods continues to host a fabulous cop-free, kid-free weekend, filled with rock 'n' roll and field games at the Riverview Ranch in Piercy, California. The run is well-timed, early June, and well situated, 75 miles southeast of Eureka, California, to help ensure nice weather. The Redwood Run is a huge party, but it's also an important fundraiser for a variety of programs dedicated to helping



25th Annual Redwood Run

Photos: Derby Photograpahy

children. Knowing that helped justify paying $100 (up from $75 last year) for the wildass weekend.

The ranch is tucked away in the hills of Humboldt County with a river to romp in and plenty of room to spread out. It is such a treat to ride inland from the chilly coast (as we Northwesterners do) into dry, sun-warmed air as you approach the ranch. Then, you nuzzle into your campsite, surrounded by fun and friends, ready for a weekend of bouncing between raging and relaxing.

The weekend's events began soon after the gates opened on Friday. The beer and official T-shirt vendors are conveniently located near the stage so you can be entertained while tying on your beer goggles. Creedence Clearwater Revisited headlined the stage Friday night and really put on a great show.

Saturday brought more beautiful weather. The bike show started early while biker games, including the weenie bite competition, ensued into the afternoon. By 3 p.m. the wet T-shirt contest had the hillside packed with gawking spectators. Then the wet shorts contest kept us girls in good spirits. Sure is fun when they get down to the finalists.

The steak supper was superb and I was glad to still be awake by the time George Thorogood rocked on stage. He had a great stage presence and obviously felt right at home. We enjoyed his antics while drinking our bourbon, scotch and beer as directed.

All that eatin', drinkin' and debauchery may have you wondering what the port-o-can situation was like. Or not. But I'm going to tell you anyway, because, as promised, those port-o-cans were kept quite clean this year. The service was busy around the clock so we could poop in clean sani-cans and enjoy the aroma of Humboldt County, not gag at the smell of overflowing latrines.

Sunday morning arrived too quickly. Bikes began warming up before the first rays of sunlight crested the hillside to the east. Slowly, people stretched, packed and gathered with their posse to hit the road. Some stuck around to munch and drink what others left behind. Extra beer tickets got picked up to help pay for recreational equipment for local kids. So, remember, next year if you've got extras, leave 'em behind.

Hopefully the ticket price won't increase as drastically for next year's 26th annual event. You can bet it'll be another sellout crowd. Keep your eye on www.redwoodrun.com. 'Cause this party is sofa king cool! —*Derby*

What a rush! —Head Dog Moore, Michigan City, Ind.

Country comforts and a Harley honeymoon. —Carrie and Mike Pierog, Manchester, Conn.

Ripe fruit. —Ray Owens, Welcome, N.C.

A rolling stone gathers no moss—road rash, maybe. Ouch. —*Bill Cromwell, Butler, Pa.*

Breast-fed from birth. —*Brian Mathews, H-D's 100th Anniv. Open Road Tour, Atlanta, Ga.*

It's party central at C.J.'s birthday bash. —*Ken Karagozian, Thousand Oaks, Calif.*

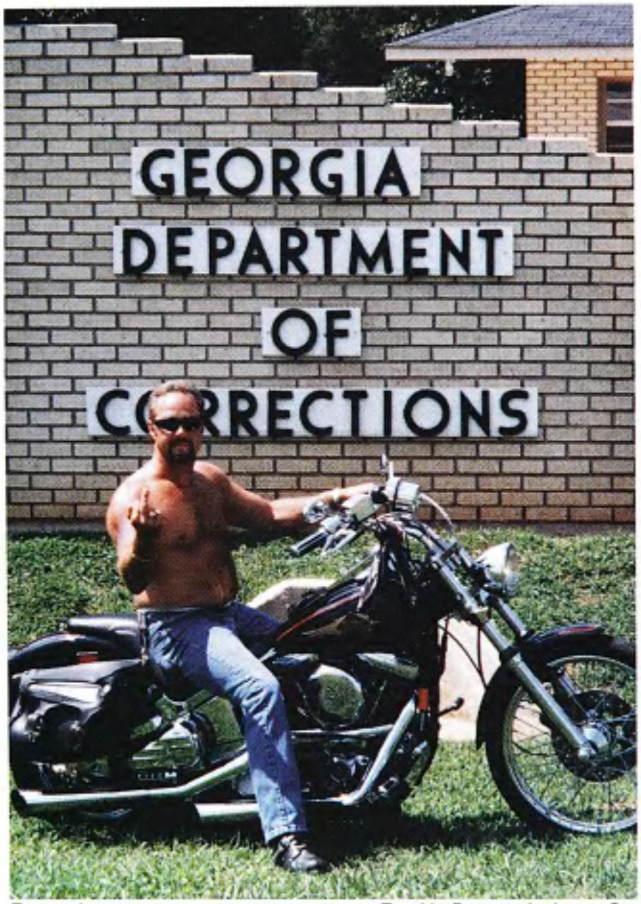
—*Ricky Joe Akridge, Styx River Run, Ala.*

Tasty melons.

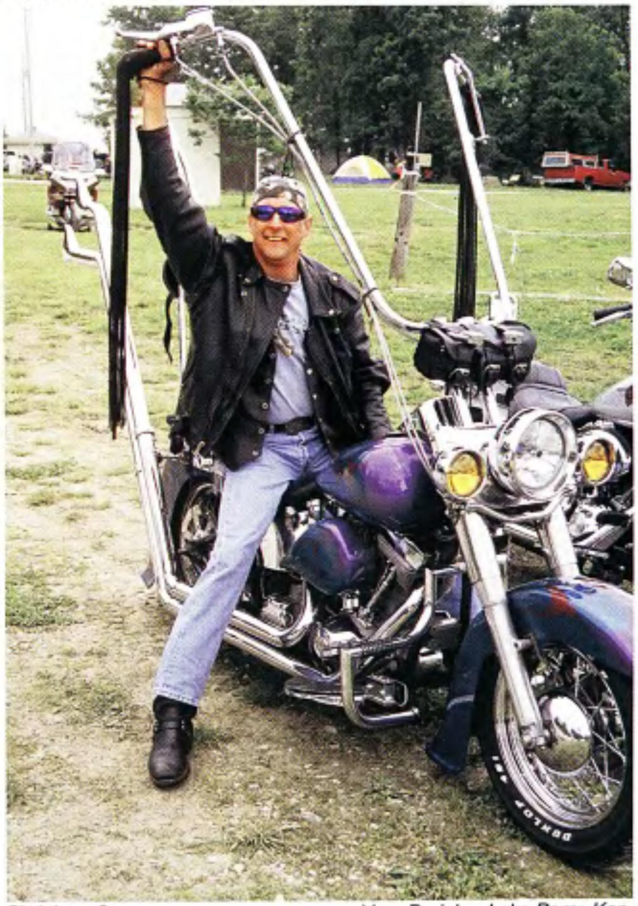
—*Allin Photography, Ann Arbor, Mich.*

—Mitch Young and the Team, Somewhere in Afghanistan

Enjoyin' a six-pack. —Boots, Rendezvous 2002, Pattersonville, N.Y.



Free at last. —Frankie Bryant, Jackson, Ga.

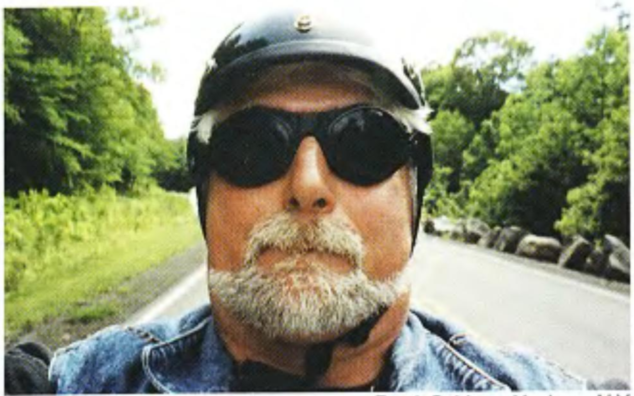


Shrinkage? —Vern Brejcha, Lake Perry, Kan.

Tracy's stylin' on a Sunday putt. —C. Jorgensen, Brandon, Manitoba

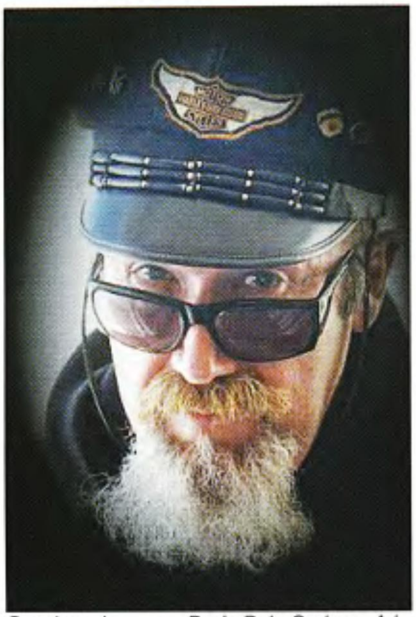
No angel, no virgin. Mad-Don-A? —Kathy Sivek, Traverse City, Mich.

Here kitty, kitty… Lettin' it roar, shirt-free, at Myrtle Beach. Artwork by Fuzzy at Broken Spoke. —*Cindy Wright, Summerville, S.C.*



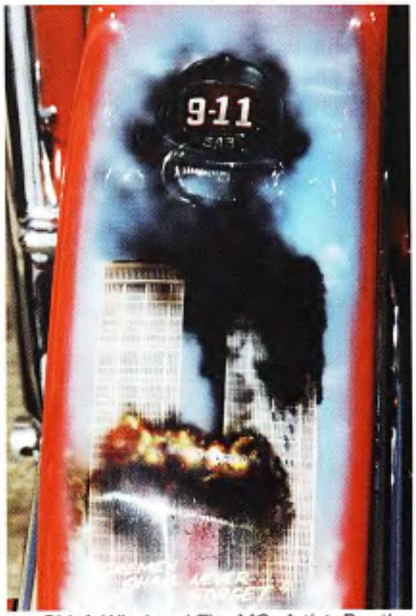
Wind relief from the ex. *—Frank Schiavo, Yonkers, N.Y.*

Snowbirds at Daytona. Yee-haw! *—Jessy Renaud, Montreal, Quebec*



Grey beard. *—Basic Bob, Sedona, Ariz.*

All-access pass. *—Big Tom, Newton, Mass.*



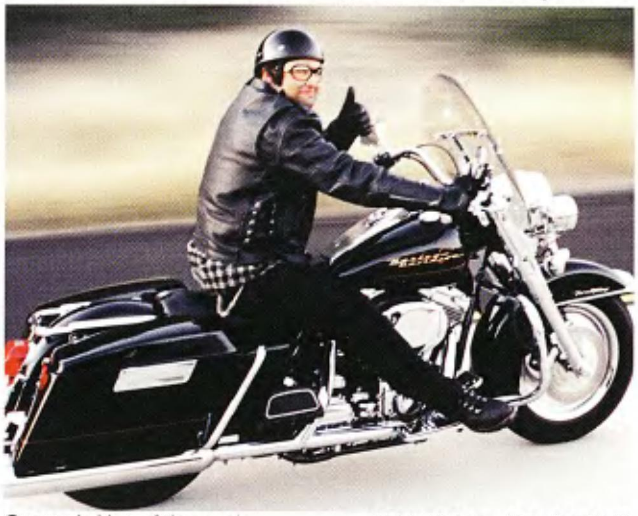
—Chief, Wind and Fire MC. Artist: Bootleg

Natives friendly. *—Big Mike, Beaver Falls, Pa.*

Happy as shit at Love Ride 18. *—T.D., Las Vegas, Nev.*

Lemme help ya with that shirt, li'l missy. Nice torpedos. —*Traci Buchanan, Rolling Thunder XV, Washington, D.C.*

Blue Mountain Inn survivors. —*Loudmouth, Walterboro, S.C.*



George is king of the road. —*Abbie Solarez, Brawley, Calif.*

Whadda ya mean, "Nothin' fancy?" —*Katmandu, Lantana, Fla.*

Beaver-Staters party at Fossil Run '02. —*Wade Lewis, Portland, Ore.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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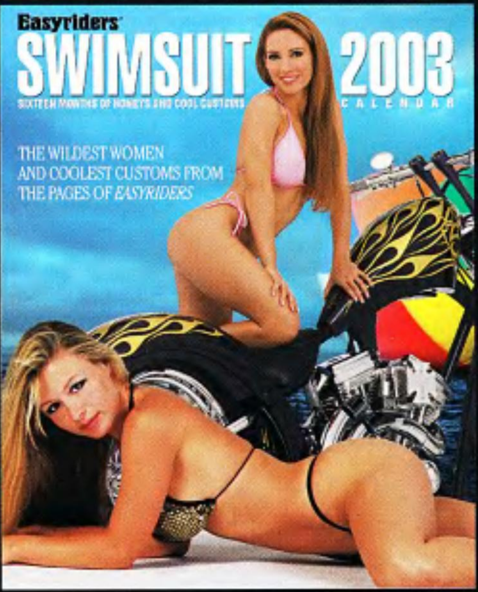

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TWIST OF LIME

CLICK BALDWIN'S NASTY KNUCKLE SHOWSTOPPER

Carolina Harley-Davidson is the name of a favorite southern watering hole and bike shop in Gastonia, North Carolina, where Click Baldwin, with the help of his very talented crew, is always mixing up a batch of genuine and otherwise customized two-wheeled dream machines. Pull up a comfy chair and set a spell as we fill your fruit jar with a taste of one of their finest kick-ass fresh corn-squeezin' style choppers. Never mind that you'll be missing a few brain cells. After one sip of their home-brew, your taste buds will never be the same.

Many fine rides have rolled out of the Carolina Harley-Davidson stable over the years, but none have had as much impact on the crowds at bike shows as Click's radical rigid knucklehead chopper. This scoot stole our hearts from the very first glance at our Charlotte, North Carolina, stop on the Easyriders Bike Show tour last year. We're all still actually dreaming about riding it through the lush Carolina hillside, but we can't seem to convince Click to stop riding it long enough.

One of Click's longtime riding buddies, Steve "Fats" Stowe, had a couple of older bikes including a complete drivetrain from an original 1940 knuckle. For a few years, his bikes were just sitting around in his barn, collecting chicken and pigeon droppings and dust on their prized and ancient surfaces.

It seems that Fats got married, and what happened next was true to the prophetic verse we all know only too well, "If you have a bike and an old lady, someday you might have to make a choice, and one of them will have to go."

Realizing exactly what had to be done, Fats called on his pal Click for some trustworthy advice. Click's brother wound up with all of the other stuff, but Click couldn't resist a taste of that fine old knucklehead magic. Sometimes, visions

hit you in an instant, but no one imagined that this timeless beauty would take over 20 years in the making. That's how long ago Click acquired the motor and tranny. Take another sip, you're tasting the essence of patience.

Click's admiration for the kind of old school bikes that Billy Lane is building became the inspiration for all of those hard-core touches he wanted, but the crew at Carolina Harley-Davidson works together like sugar and yeast to distill all of the right ingredients into a righteous ride worthy of the limelight. Teamwork is what always gets the job done, and leading the team was the talented Jim Bortles. Jim gave the bike it's lean radical stance and show-winning details. Wherever this chopper is parked, you'll notice that people seem to return to Click's Lime Express for second and third helpings of look-see. The awesome color of this bike was arrived at mostly by mistake. After having it painted Click wasn't happy with the color. One call was made to Mike Cagle at House of Kolor. An old, obscure technique was revealed and the newly revamped color captured the exact flavor that Click was craving. From there, the bike went out to acclaimed custom bike painter Joann "Crazy Horse" Bortles for her righteous purple flame graphics that just seem to grab you right where you can feel it.

Click invited us to stop by for a visit with all of the CH-D crew, but when we got there, the place was closed up tight. It seems that Click and his team had recently moved into a new location nearby. Following the posted directions, we quickly arrived at the largest Harley dealership ever seen on the East Coast.

Today, CH-D occupies the majority of a 64,000-square-foot facility and they are ready to hook you up with all things genuinely Harley from tires to toilet paper. Don't miss your chance to head over and see Click and the crew. They're always mixin' up a down-home brew of custom concoctions that'll wet yer whistle. *—Jeff Moore*

Owner: ....Click Baldwin
City: ....Gastonia, North Carolina

General

Fabrication: ....Jim Bortles at Carolina Harley-Davidson
Year/make: ....2002 custom
Model: ....chop job
Assembly: ......Jim Bortles at CH-D
Time: ....8 months
Chroming: ....S&H

Engine

Year: ....1940 H-D knucklehead
Rebuilder: ....Mike Kelly at CH-D
Displacement:........61 cubic inches
Cam: ....Harley-Davidson
Carb: ....Keihinn 36mm
Pipes: ....Grumpy's

Transmission

Year/make: ....2001 H-D 5-speed

Painting

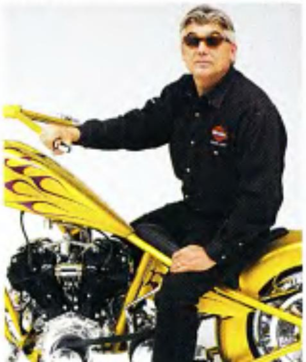
Molding: ....C&H in Hickory, North Carolina
Painter: ....Wayne at Little Rock Auto Body
Color: ....lime yellow
Type: ....House of Kolor
Special paint: ....flames by Crazy Horse

Frame

Year/make: ....2001 Custom Cycle Creations
Type: ....rigid
Rake: ....41 degrees
Stretch:........................6 inches up, 4 inches out

Accessories

Handlebars: ....Arlen Ness modified by Jim Bortles
Handlebar controls: ......Arlen Ness
Fenders: ....CH-D
Headlight: ......Custom Chrome Inc.
Taillight: ....CH-D
Speedo: ....CH-D



Pegs: ....Billet Concepts
Foot controls: ....BC and CH-D
Gas tank: ....CH-D
Oil tank: ....CH-D
Seat: ....Dave's in Hickory, North Carolina
Grips: ....Arlen Ness

Front end

Type: .... 39mm, 10 inches over extended
Builder: ....CH-D

Wheels

Make:............American Wire Wheel
Size:............21 x 2.15 inches front/ 16 x 6 inches rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Michael Lichter

Meet September's Winner

Your September Fox Hunt winner, Jeanne, has just the right remedy to cure what ails ya. As a medical assistant in (insert yer own joke here) Bangor, Maine, she's just what the doctor ordered...at times. See it's great to have her in the room when they have to give ya some type of really painful treatment—ya just have to look tough—but ya don't want her around during that hernia check. I mean, ya don't want the Doc thinking he turns ya on, right? God forbid it's a woman Doc and ya start thinkin' of threesomes and...oh nevermind. Anyway, we flew her and hubby Spence out here to the Left Coast and, while Spence was cooling his heels takin' a look at everything SoCal has to offer, we paired her with Amado Castellanos' very Special Construction. How special? Look at the photo. We asked her to put those lovely hands on the rear fender and that's as far as Amado would let us go! Flip over to Page 98 and see what we got away with when Amado wasn't looking. *—Hugh G. Rection*

Adrian—California

#201

"My first ride was with a friend of mine. It was the most exciting thing I've ever done. Let's just say that after the ride we were more than friends."

Diane—New Mexico

#202

"I was 14 and on the Harley of my first boyfriend. I loved the feeling of the fantastic machine beneath me and have loved it ever since."

Jaynie—Florida

#203

"My first ride had all the three 'Fs'. Fun. Fast. And, most of all, Furious!"

Mandy—Texas

#204

"Best wild ride I ever had. I can't wait to saddle up again, and again, and again...."

Tina—Georgia

#205

"My first ride was the most unbelievable thing that's ever happened to me. The vibration alone was enough to make me wonder...who wouldn't go back for more?"

Elizabeth—Illinois

#206

"My first ride was on a Softail with my boyfriend, now my husband. After riding both of them I've decided they're both great rides...I'll keep 'em."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #356 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 1, 2003. The voting deadline for this month's crop of cuties is January 31, 20031. We'll announce the winner in the May 2003 issue.

Here she is, your October 2002 monthly Fox Hunt winner, Kristie, Number 1003, from Indianapolis, Indiana. Come back next month and see a lot more of her next issue.

356

FOX HUNT
P.O. Box 3000,
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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

Advertisement

Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

hot spot
the inside story on healthy sex

by Jamie Ireland

Learning "The Ropes"...

This month I got a letter from a reader in Texas, about a "little secret" that has made her love life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month, my husband returned from a business trip in Europe, he was hotter and hornier than ever before, with more passion and sexual energy than he'd had for years. It was incredible. He flat wore me out! And the best part of all—he was having multiple orgasms. I know what you're thinking... men don't have multiples. That's what I thought, too. But his newfound vigor and excitement stimulated me, too, and before we knew it, we were both basking in the glow of the best sex of our lives.

We'd tried tantric stuff in the past, and the results were so-so. But this was something new and exciting, completely out of the ordinary. I asked my husband what had created such a dramatic change in our lovemaking, and he told me he'd finally learned "the ropes."

On the last night of his business trip, my husband spent an evening dining out with a Swedish nutritionist and his wife of 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle from his satchel and gave it to my husband.

The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes the supplement every day. The supply from the nutritionist is about to run out, and we desperately want to know how we can find more. Do you know anything about "the ropes," and can you tell us how we can find it in the States?

Sincerely,
Tina C.
Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about *the ropes*, and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Mioplex Pure Extract. It's a supplement specially formulated to trigger better orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and experience a man can achieve with Mioplex Pure Extract can help stimulate our own orgasms, bringing a whole new meaning to the term *simultaneous climax*.

The term used by the Swedish nutritionist is actually fairly common slang for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as *ropes* because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming."

As far as finding it in the States, I know of just one importer—Böland Naturals, Inc. If you are interested, you can contact them at 1-866-MIOPLEX or Mioplex.com. Mioplex is all-natural and safe to take. All the people I've spoken with have said taking the one-a-day tablet has led to the *roping* effect Tina described in her letter.

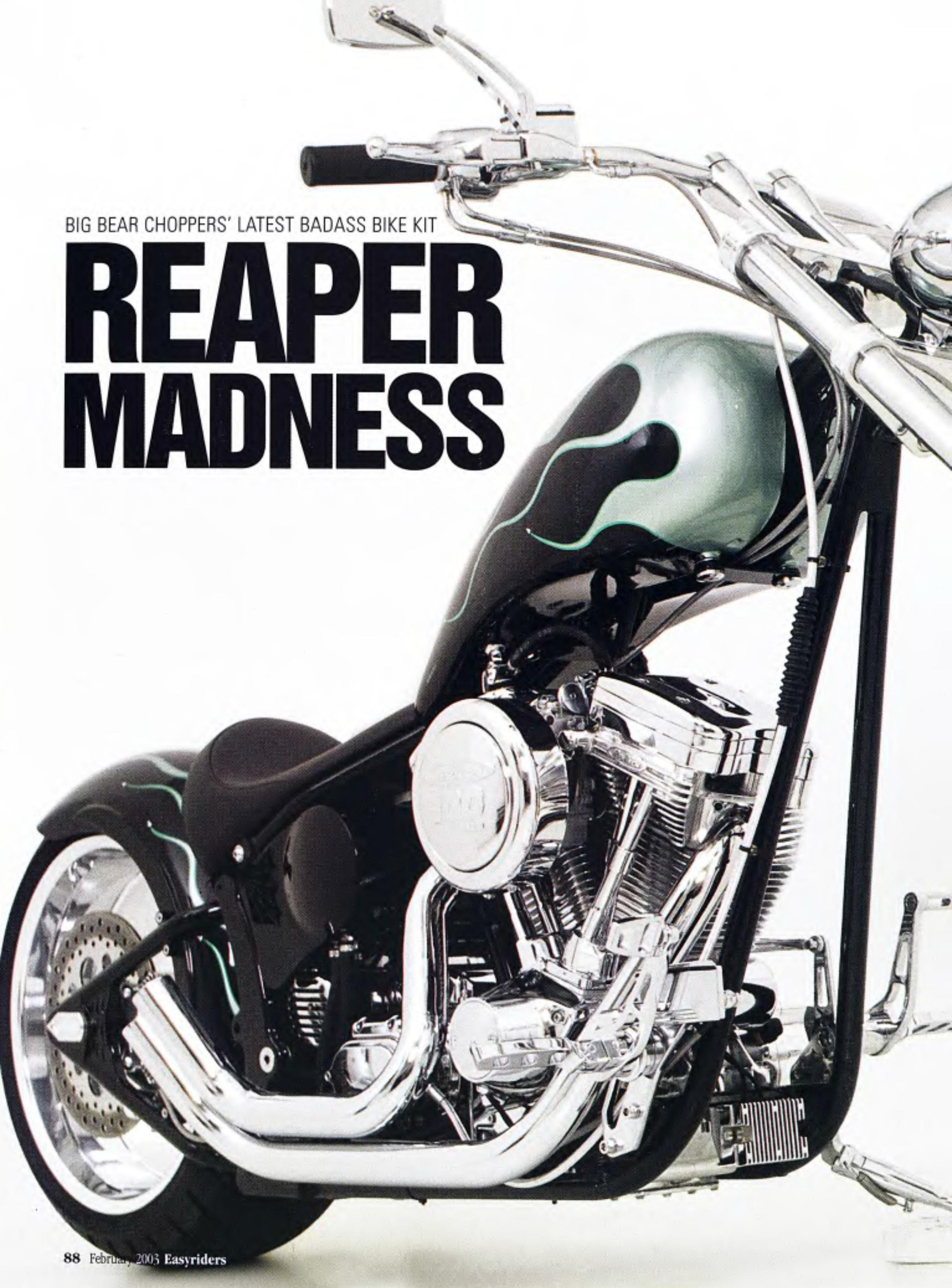
Aren't you glad you asked?

Jamie Ireland

Jamie Ireland

BIG BEAR CHOPPERS' LATEST BADASS BIKE KIT

REAPER MADNESS



Wanna be a bad mo fo, or just ride around and look like one? Then this nasty scooter is for you. The Reaper is the latest custom bike kit from Kevin Alsop and the crew at Big Bear Choppers in Big Bear, California, and it can be yours in several different cool configurations.

You can buy the long and lean softail-style frame, swingarm, custom gas tank, oil bag, and fenders for just $5,299 and go to town building the chopper of your dreams. You can also buy the entire bike kit which includes a 100-cubic-inch RevTech motor (that comes with a two year warranty), RevTech 6-speed trans, BDL 3-inch belt drive, 250 Avon rear tire and custom wheels. The kit also includes 4-piston brakes, billet foot controls, stainless cables, and more, unassembled and unpainted for just $17,999. That's a lot of custom chopper for the buck and you've just gotta love all the old-school custom touches, like the spider web pattern cut into the frame's neck, swingarm and oil bag.

The nasty Big Bear Choppers frame has 40 degrees of rake (with 6 inches of additional rake in the triple trees), 6 inches of stretch in the downtubes and 3 inches in the backbone. The fork tubes are 10 inches over which makes for a comfortable, chopperesque ride. As pictured, this bike roars through a set of Kevin's radical Reaper pipes. Other choices of motor and tranny setups are available should you want to dig a little deeper in your wallet.

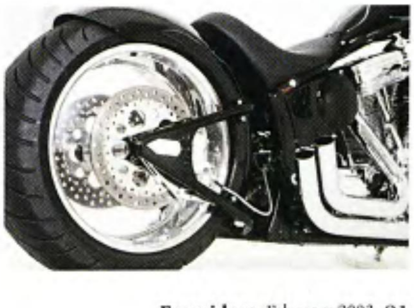
The whole idea is to bring a bad-to-the-bone chopper kit to the masses at an affordable price. This kit might just inspire some aspiring young bike builders out there to start turning a wrench or two. Imagine this kit being delivered right to your garage door ready for you to get busy building your own righteous Reaper.

And just so you won't call Kevin 400 times during the building process, he even has a video that takes you through the whole process.

In the event that you just want to roll up to Big Bear Choppers with a wad of cash and have Kevin build your Reaper for you, he's always happy to oblige, and being that BBC has a manufacturer's license, it'll be easy to get your Reaper registered. Just call Kevin at 909-878-4340, or visit their updated Web site www.bigbearchoppers.com.

Special thanks to Steve Veltri and Kip Woodring of Custom Chrome as well as Bob Galletti at Belt Drives Limited for helping us get all the bits and pieces of this Reaper together in record time for the photo shoot. Our hats are also off to Randy at Rock & Roll Custom Paintworks for rushing the sinister Reaper paint job, and to Mike and his team at Concept Powdercoating for the bulletproof cloak of black on the frame.

Don't fear this Reaper, it'll get you down the road in style. *—Dave Nichols*



Owner: ....Big Bear Choppers
City: Big Bear Lake, California
Designer: Big Bear Choppers

General

Fabrication:................Big Bear Choppers
Year and make: 2002 Big Bear
Model:..........................Reaper
Assembly: ....BBC
Time:...........................1 week
Chroming: ....Precision Plating

Engine

Year and make: 2002 RevTech
Ignition:..........................Crane
Displacement:100 cubic inches
Lower end: ....RevTech
Pistons:.......................RevTech
Heads: ....RevTech
Cam:...........................RevTech
Carb:...........................RevTech
Pipes: ....BBC Reaper

Transmission

Year and make: 2002 RevTech
Shifting:......................6-speed

Painting

Painter:....Rock & Roll Custom Paintworks

Paint

Color:..........sinister black with green flames
Type:................House of Kolor

Frame

Year and builder: ....2002 BBC
Type:......................softail-style
Rake: ....40 degrees
Stretch: ....6 inches
Shocks: CCI

Accessories

Bars:..................................CCI
Hand controls: CCI
Fenders: ....BBC
Headlight:..........................CCI
Taillight: CCI
Pegs: CCI
Electrics: ....Wire Plus
Gas tank:..........................BBC
Oil tank:............................BBC
Oil system: ....BBC
Primary: ....BDL
Seat: ....BBC
Mirrors: CCI
Grips: CCI

Forks

Type: ....Reaper
Extension: ....10 inches over
Builder: ....BBC

Wheels

Type:.................................CCI
Size: ....21 front, 18 rear
Tires:...............................Avon
Brakes: CCI
Photos:....................Ken Ross

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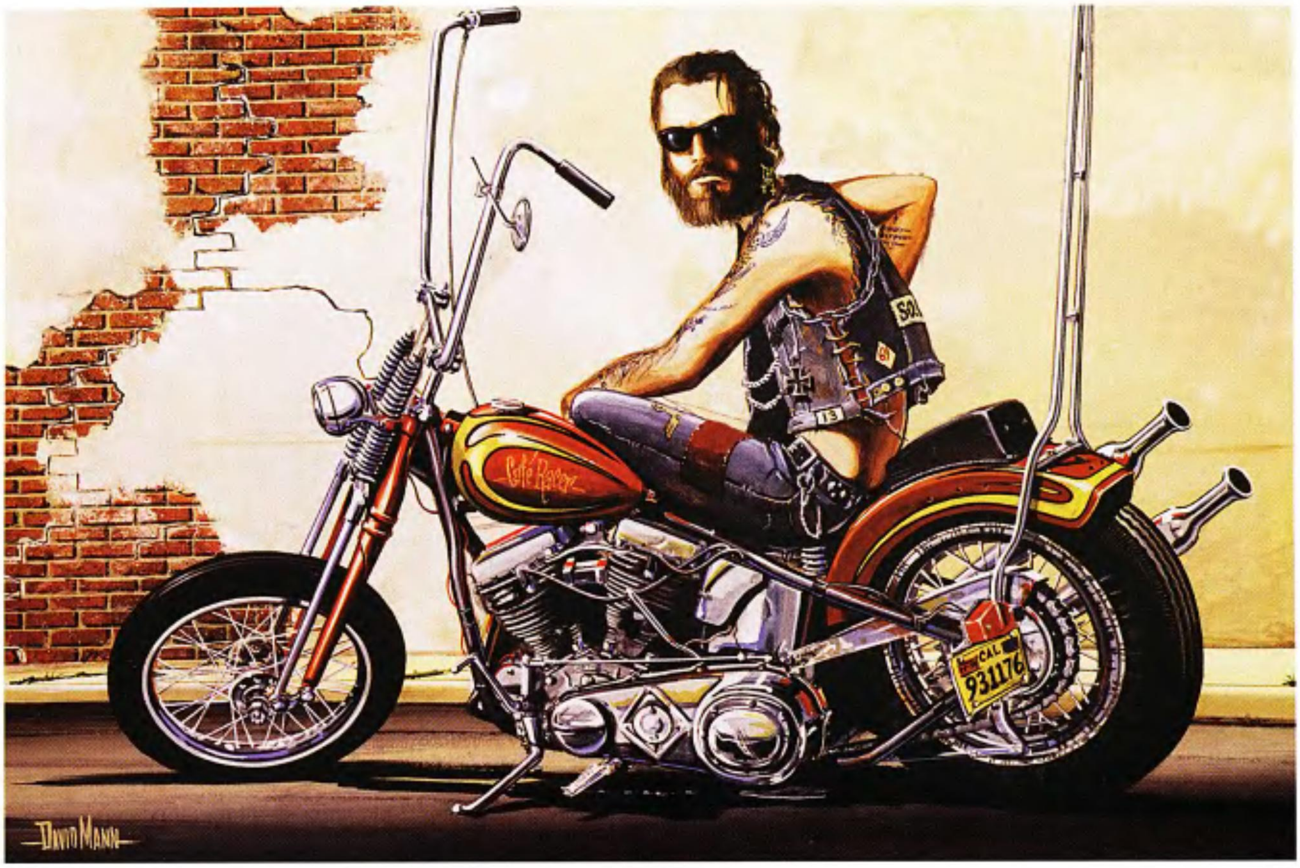


DAVID MANN TRIBUTE PAN

THE ANGELO BIKE COMES TO LIFE

Going back to the 1970s when trousers were wider at the bottom than they were at the top and the only people with shaved heads were Yul Brenner and poor kids with ringworm, the only bike mag that catered entirely to the emerging epoch of custom motorcycles, was that bitchin' bike rag from the other side of the Atlantic divide, *Easyriders*. As the peace and love of the '60s rolled over and died it was *Easyriders* magazine alone that heralded in the custom bike explosion of the '70s.

You see, the British mags of the period were still in a world obsessed with who won what at the Isle Of Man TT. And although it was wholly American in language, if not in content, *Easyriders* gave a new generation of bikers what they wanted...heavily customised bikes, near naked women and stories about sex, drugs and rock 'n' roll.

Here was a biker magazine whose tech tips included how to make alcohol in prison and how to field strip an AK47 that your crazy brother brought home from one of his two tours in Vietnam. *Easyriders* featured the best custom bikes that anybody had ever seen, it had some of the funniest jokes, and it had a regular centre spread illustration that showcased the talents of David Mann. David Mann's paintings aren't just pictures of bikes, and although there was always a seriously chopped Harley somewhere in the frame, they portrayed a moment in time that took you into the artist's own world. It was a place of longhaired bearded bikers, sleazy women and bikes with handlebars so high and forks so long that they became almost caricatures of themselves. In fact, it has been argued that the David Mann centre spreads created something of a chicken-or-egg phenomena (as in which came first). Did he copy a style in custom bikes and related biker paraphernalia that already existed, or was the style of the bikes he created copied by bikers who saw his *Easyriders* centre spreads and related to them? It was probably a bit of both, but there is no denying the influence that those early '70s David Mann illustrations had on the already established American custom scene, and even more so on a new burgeoning British youth cult starved of suitable home-grown imagery to relate to.

A biker all of his life, Tig Leak was riding a chopped Harley in his native California when the first issue of *Easyriders* hit the news stands in June of 1971. Tig's all-time favourite David Mann centre spread was always the red and yellow Harley panhead bobber with the words Café Racer on the tank from the December 1973 issue of *Easyriders*.

Always known as the Angelo Bike by Tig and his buddies due to the signature, Anglelo, 3-12-58, below the Kicks, Wine, Drugs & Chicks graffiti on the wall in the background of the 1%er lolling side-saddle on the bike in the drawing. This is the very bike that Tig daydreamed about building for nearly the past 30 years. A man of many Harleys; Tig has knucks, pans and a long-forked rigid shovel in addition to a late-model Evo Softail, and has ridden most of them coast-to-coast from California when he made the big move to Florida a few years ago. When I first met him in Florida a few years ago

Tig told me that he was going to build a bike just like the one in the December 1973 issue of *Easyriders*. He was surprised that I knew exactly what he was talking about because American's generally think that we Brits are as ignorant of American pop culture as they are of ours.

I saw the bike nearly finished last year when Tig was trying to track down a suitable headlamp and the same trumpet-style megaphone mufflers that are just visible in the David Mann original. But most of the bike was nearly there; same peanut gas tank with Café Racer written on the side, same panhead engine with chrome tin primary cover and same black spark plug wires hanging in the same droopy way from the chromed panhead coil cover. It features the same wishbone rigid pan frame with stock rake, same knucklehead stock length springers with chromed front legs and springs, same Flanders dog-bone risers and high an' wide apes, and the same high sissybar as seen on the painting.

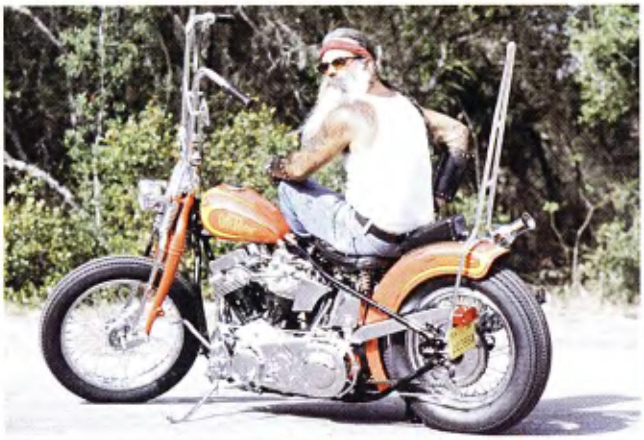
Although the bike in the David Mann illustration is obviously only visible from one side, Tig used his encyclopaedic knowledge of old-time custom Harleys to make a guess at the details of that other side. He therefore included a knucklehead-type air filter on the Linkert carb and the timing case would've been chromed to match the primary.

One of the most endearing facets of David Mann's illustrations is the accuracy of his work, how the bikes are actually bikes, right down to the right shape heads on the screws and the dirt and scratches on the paint where you'd expect to see them on a real bike. A good example of this accuracy and attention to detail is apparent on the Angelo Bike. On the bike in the illustration, David Mann has drawn the two small holes in the side of the rear fender where the saddlebag would have been fastened. Although the fender has been bobbed in the fashion that gave the style its name, the holes are still visible thus actually recreating the way that it would have been done in the late '50s. If you look at the same place on Tig's bike you will see the same two holes on either side of the rear fender between the frame and the sissybar.

Tig told me that there had been great discussions among his buddies as to whether David Mann's Angelo Bike illustration was taken from a real bike and a real rider, so accurate was the period detail on the both the bike and rider in the centre spread. Well, after almost 30 years of speculation Tig and Co. wrote a letter to David Mann telling him that he was building a bike like the one in the December 1973 centre spread and asking if the original was taken from real life. The reply from David Mann was that—wait for it—the bike and rider were taken from his imagination.

Tig built the Angelo Bike not only as the fulfilment of a dream that he's carried around in his head for nearly 30 years, but also as a tribute to his friend Santa who was killed on his Harley panhead chop when he collided with another bike on the way to Daytona four years ago. Santa's wife gave the remains of his bike to Tig and it's the engine from Santa's chopper that Tig rebuilt for the Angelo Bike. The David Mann centre spreads from *Easyriders* were stuck everywhere on the walls of biker's homes and garages in the '70s and beyond, both in the U.S. and over here in the U.K. Everybody wanted a bike with huge handlebars, a ridiculously wide back wheel, and loooong forks. Everybody also wanted a chopped Harley right out of their favorite David Mann painting. Tig Leak looked at that picture on his wall for nearly 30 years and now the dreaming is over...he's got the real thing.

—Bob Clarke



Photos: Bob Clarke

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4225 Sizes XS/SM, MD/LG, XL/XX
Was $9.95 *Now Only* $7.25*

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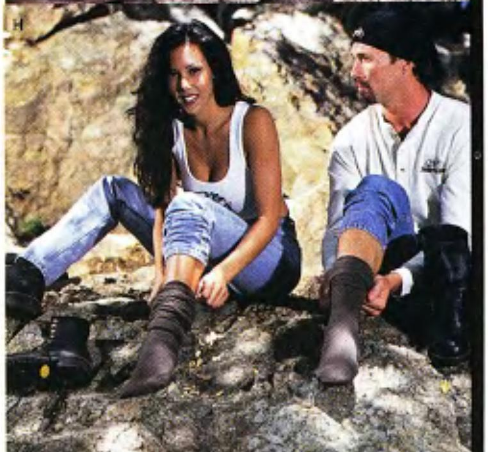

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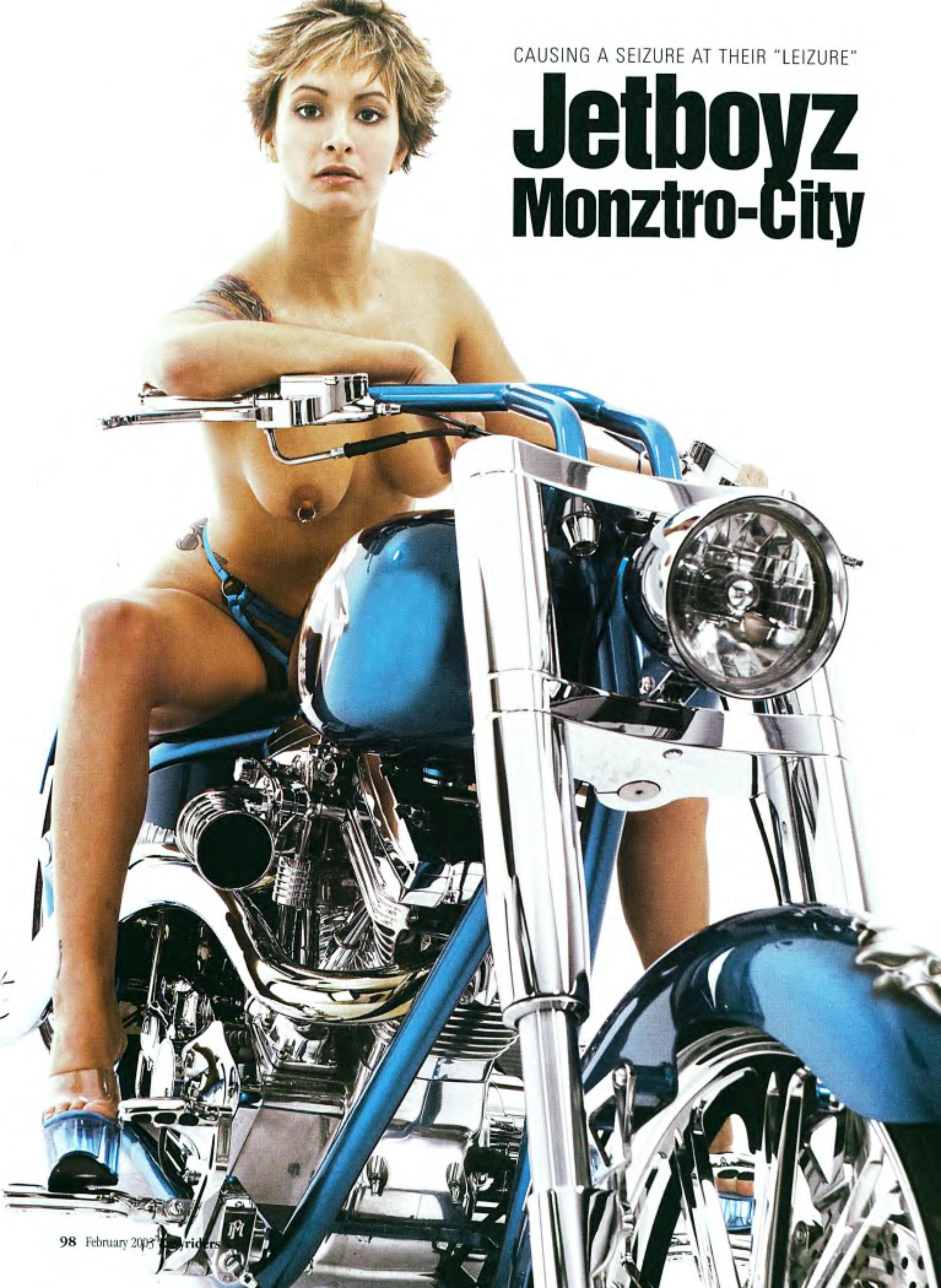
CAUSING A SEIZURE AT THEIR "LEIZURE"

Jetboyz Monztro-City



WARNING! When you lay your eyes on this bike, you may experience some strange, visually induced rumblings that stir uncontrollable spasms in your nether regions.

Who is the creator of this motorized Monztro? His friends call him Jet Boy, and his family calls him Amado, but whatever you call him, it's amazing that this is his very first ground-up custom bike. He's the main guy responsible for building this meaty and monstrous bike named Monztro. It left more than one of our collective brains squirming like it had received a fresh beatin'. Cobalt cool is written all over it's big ol' ass.

Jet Boy got his nickname because he spends most days working as an aircraft technician, keeping the private jets safely airborne at the Van Nuys Airport, in California. He is just getting started at 28 years old, but he's always wanted to build custom bikes. Jet Boy recently came into a little dough and decided he would begin building his dreams, one bike at a time, starting with this immensely expansive example of what he can do.

If ya think this is a show-goin' trailer queen, just ask him how many shows he's been in, or better yet, ask where the damn overfed thing is at this very moment. We found out Jet Boy has a best riding buddy and partner in crime named Mr. Leizure, who is a self proclaimed gopher ("road riding rodenticide applied"), but that never stopped Mr. L from getting to his dreams on the Jet Boyz's coattails. Mr. Leizure dropped a dime to us with the real 411 on Jet Boy, and his Monztro machine.

It seems that Jet Boy was dying to ride the crap out of Monztro even before it was completed. Two days after he finished the project, he motored out from SoCal into the 110-degree desert heat of Sin City. Most of the time, Jet Boy and Mr. Leizure will roll up for a smokin' nice ride to the beach or get into the local cruise-in scene, just kickin' back and enjoying life on two wheels.

Two weeks before we got in touch with Jet Boy, he was riding on Interstate 405 through the hills in SoCal just after dark. Because of all of the burning forest timber, there was a lot of soot and ash in the air. It was getting in his eyes, and this was starting to piss him off. He was letting the Legend air suspension out a little to soften up the ride, but unable to see the results of his suspension tweaking frenzy, he let one fart too many escape from the valve and Monztro was so far in the weeds that it was nearly makin' sparks. He was tooling

JETBOYZ

along about a buck-o-five or so, when the gargantuan 121-cubic-inch TP Engineering motor realized there was more drag on the drivetrain than normal. The very heart of Monztro went ballistic and had a seizure right there on the freeway. By the time you read this, the new motor and paint will be on, and Monztro will be ready to go again.

Look for Monztro at it's very first show, the Pomona, California, stop on our Easyriders Bike Show tour. But if you're looking for Jet Boy or Mr. Leizure, they might not be around, since their favorite saying is "let's go riding." However, Jetboyz Custom Cycles will be showing up in Laughlin this year.

And speaking of laying eyes on things, how about giving yer crank a yank to the heartbeat of this month's Fox Hunt winner, Jeanne from Bangor, Maine. Jeanne was flown from one coast to the other just to have the opportunity to pose with this bike. Ain't she a giver!

—Jeff Moore

Owner: Amado Castellanos
City: La Puente, California

General

Fabrication: Jetboyz Custom Cycles
Year/make: 2002 Special Construction
Model: California Fatzo
Assembly: Jet Boy and Mr. Leizure
Time: 6 months
Chroming: El Monte Plating

Engine

Year: 2002
Builder: TP Engineering
Displacement: 121 inches
Cam: TP
Carb: Mikuni
Pipes: Hot Match Custom Cycles

Transmission

Year/Make: 2002 Baker 6-speed

Painting

Molding: Rock & Roll Custom Paintworks
Painter: Rock & Roll
Color: cobalt blue

Frame

Year/Make: 2002 Rolling Thunder
Type: 250 Monzter
Rake: 38 degrees
Stretch: 2 inches
Shocks: Legends Air Suspension Systems

Accessories

Handlebars: Arlen Ness
Risers: modified Ness
Handlebar controls: Ness
Fenders: Jet Boy/Fat Katz
Headlight: Headwinds
Taillight: Paul Yaffee Originals
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Independent
Oil tank: Jet Boy/ Rolling Thunder
Seat: Jet Boy
Grips: Performance Machine

Front end

Type: wide
Builder: Mean Street

Wheels

Make: Performance Machine
Size: 21-inch/18-inch
Tires: Avon
Brakes: Performance Machine

Photos: Rick Hulstead

JETBOYZ

TICKLED PINK

I want to take this opportunity to clear something up. I don't have a bad attitude. I am not a negative person. I do not always see the dark side of things.

It's true, I don't always click with everyone. I've had my problems with people but I'm not anti-social or anything. I tell you, you get fired from 10 or 12 jobs and suddenly people are labeling you. Sure, I may not go around spewing good will like some kind of evangelist, and I hate it when people blow sunshine up my ass, but this doesn't make me a bad person.

Recently I was given a challenge. "Why don't you quit being such an asshole and write down something positive for a change?" Something that will make people feel good instead of ripping everything apart. So that's what I did. I wrote down a bunch of stuff that makes me feel warm and fuzzy inside. Stuff that just makes my spirit soar and actually makes me feel damned good. Stuff that just tickles me pink.

The smooth taste of the morning's first frosty beer.

The fact that the screeching rugrat in the mall doesn't belong to me.

That sound that an attacking guard dog makes when it hits the end of its chain.

Watching slow people trying to chase down a bus.

Passing a broken down German luxury sedan in my '86 LeBaron.

That look pedestrians get when you speed up.

Watching some impatient asshole getting tangled up in the elevator door because he was in too big of a hurry to wait for the next one, but didn't mind slowing me down.

Staring at a woman's boobs until she bursts into tears.

Watching people trip.

Watching someone get so involved in their cell phone conversation that they walk into a post.

Women in expensive cars.

Women who are obviously not wearing any underwear.

Updrafts and short skirts.

Scaring a cat (or any other small critter that looks like they deserve it).

The fact that there is a town in eastern Canada called Dildo.

Keeping telephone solicitors on line for extended periods of time, pretending I'm interested then telling them to go fuck their hat.

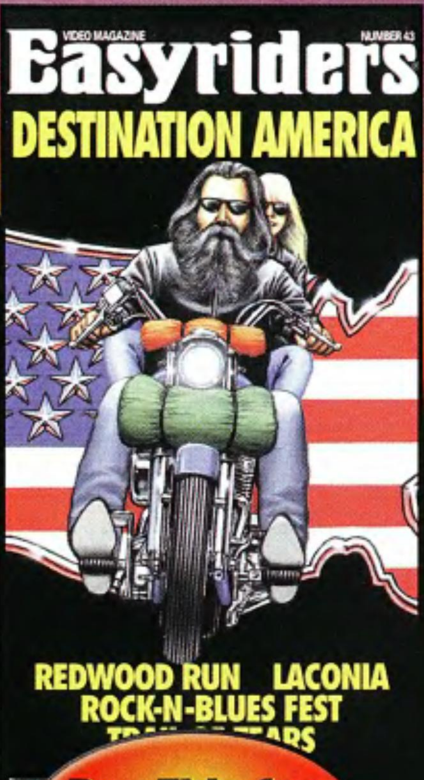
Stealing sugar from fast food restaurants. (Hey, everybody needs a hobby.)

Borrowing a dollar from a bro then giving it to a street person while they watch.

So you see, I don't always see the negative side of everything. There is good everywhere you look. True, what tickles me pink may not be exactly what would do it for you, but all that means is that you're some kind of weirdo with a twisted mind, and also that no two people are alike. Hell, if everyone were exactly like me, I'd have nobody to laugh at.

—Greg White

"The first thing I'm gonna do when I get outta here is buy a brand-new Studebaker."



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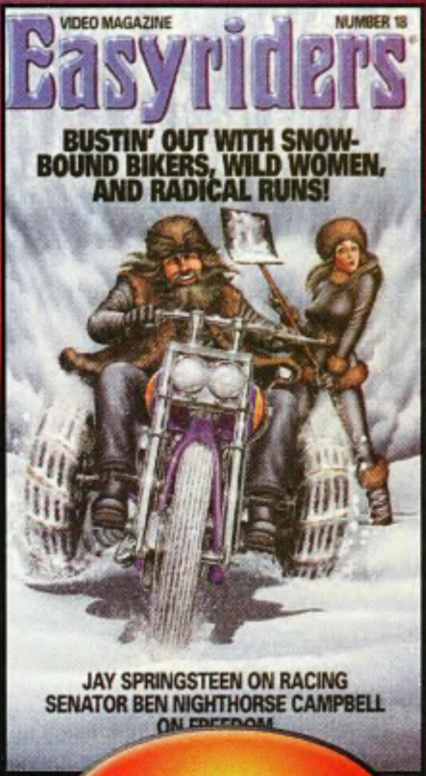

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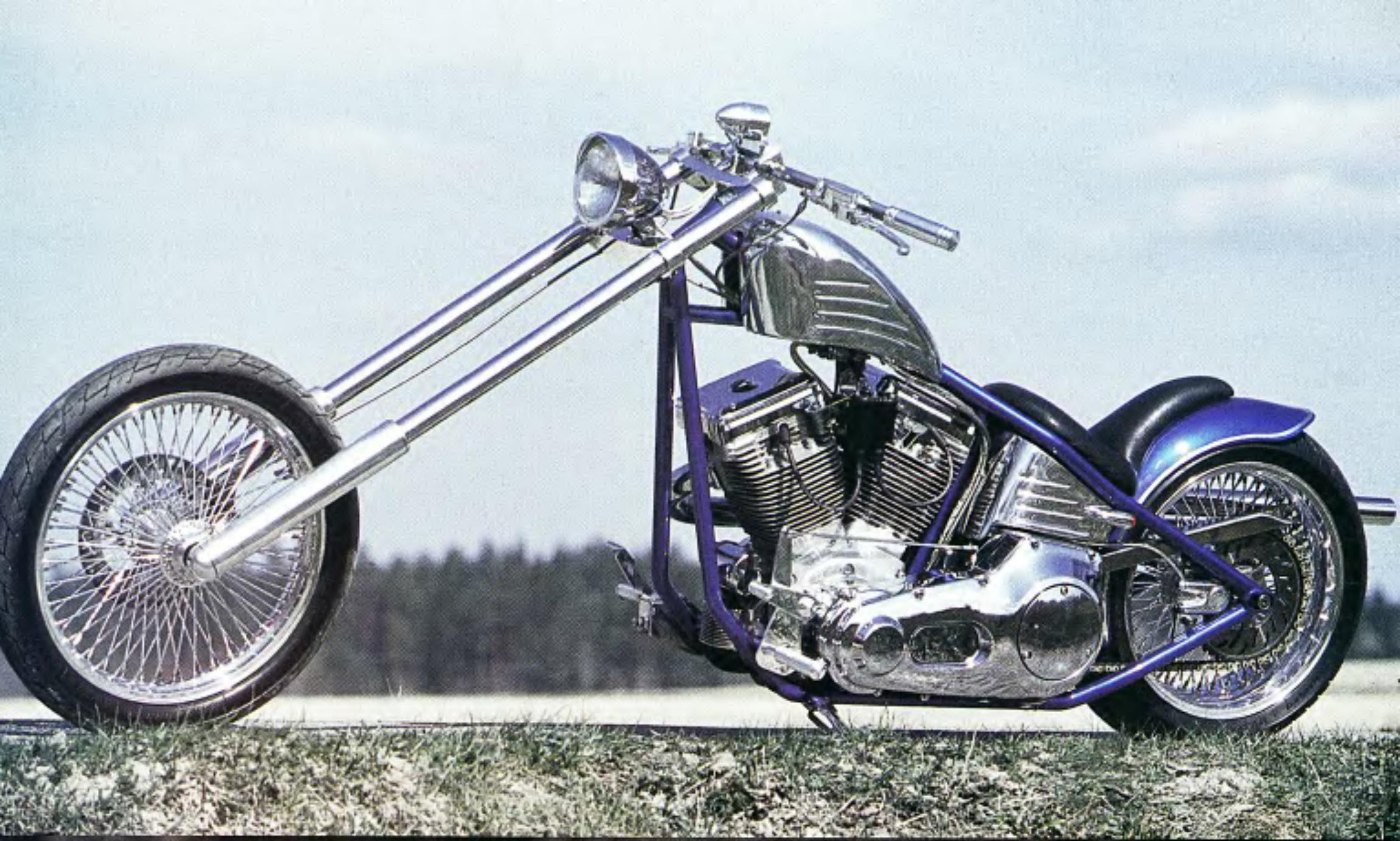
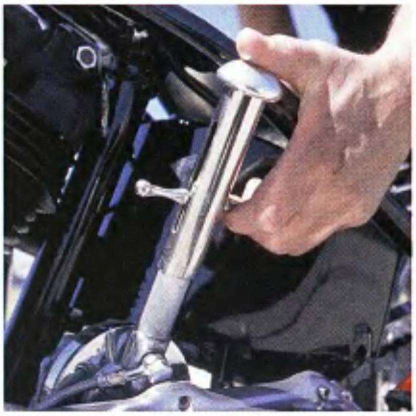
VIKING CHOPPERS

A LOOK AT SCANDINAVIAN SCOOTS

Scandinavia is actually a pretty nice place to live if you are into choppers. The weather is pleasant in the summer, the blonde Amazons will do anything for a ride on a Harley, the legislation is easy to live with, and the long dark winters provide a lot of wrenching time and make sure the sleds get more and more perfected as time rolls on.

The whole thing started over here pretty much as is did everywhere else—with the premiere of *Easy Rider* in 1969. Suddenly a lot of motorized hippies were seen in the streets of Stockholm, Oslo and Copenhagen. Harleys were really





rare but some guys started importing old cop shovels and panheads from the few countries where the cops didn't use BMWs, like Holland and Belgium. Patton's GIs had also left a few thousand WLA "Liberators" scattered across Europe and these were quickly rebuilt in the hot new Peter Fonda-style. Most of the bikes didn't look all that great, but a new revolution was born.

In the 1970s and '80s it was a matter of honor to have built your putt yourself and to know it inside and out. (Those days are long gone, and today a lot of guys with fat wallets order a custom-built 120-incher with no expenses spared.) Thousands of chopper riders would come to big bike shows like the Custom Bike Show in Norrtalje, Sweden, that started in 1971 and is still around today.

Bike-building laws changed for the better, especially in Sweden where you can do pretty much what you like with your iron horse. Sure, if it's registered as a 1974 or later model you are supposed to have some turn signals and stuff. But it's not like you get sent to a labor camp above the Polar Circle in case you just happen to "forget" some of the safety equipment. Denmark is a different story, though; they have a bizarre luxury tax on all motor vehicles, which makes the price tag of a Harley astronomical. Most Danish bikers can only dream of owning a piece of American iron, which is probably one of the reasons why those guys consume more beer and pot than you would believe. Well, maybe not...but it's a lot!

Today a lot of serious manufacturers of custom stuff have popped up. Lots of the Scandinavian choppers are equipped with high-quality Tolle forks, ISR brakes, Hogtech frames, Erixon wheels, Raydon headlights and taillights, and so on. These manufacturers are well on their way to conquering the world as you read this. One business worth special mentioning is Flathead Power in the north of Sweden. The company started with a guy who made heads, cylinders and hot cams for flatties. Now they also make lots of knucklehead parts, and in effect there are plenty of cool ironheads roaming the northern streets. The black beauty you see on these pages is a true all-American 1939, though.

The owner, Per Erik Langkaas, hangs his helmet in a placed called Bo in Norway. The space on these pages doesn't allow me to ramble on too much about his "Von Dutch knuckle," but there is one typically Scandinavian ingenious invention you have to check out. Per Erik

has hidden an 8mm hydraulic piston inside the jockey shift stick, making it do double duty as a clutch release. (The thing that looks like a tiny clutch pedal is actually the high-low beam switch.) Push the handle down, shift into first and go. The guy tells us it took some practicing until he could manage really clean take-offs. The ribbed aluminum primary covers are made by Robban's Speed Shop in Sweden, and the tank logo is a tribute to the legendary custom painter Von Dutch.

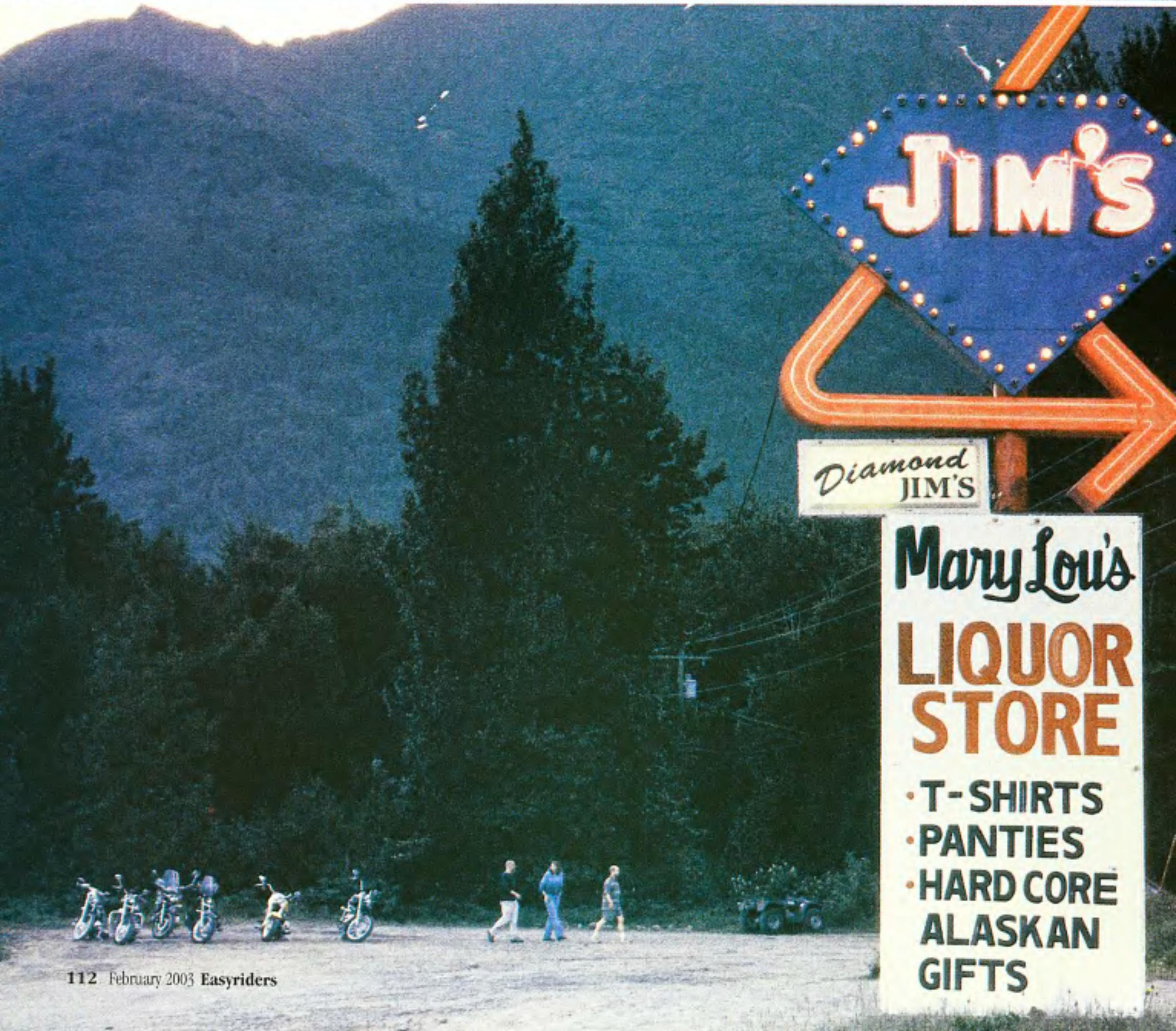
The aluminum S&S-milled bike seen here belongs to one of the new semi-pros in the custom business. Hasse Klevstig of Nykoping, Sweden, has a daytime job as an electrician but does some moonlighting as a custom builder. He started out 20 years ago with lacing 15-inch wheels that he made out of old VW Beetle wheels. This 113-inch V-twin is made as a rolling advertisement for his part-time business, Swedish Style Custom. Hasse wanted a fast and lightweight drag racing-inspired bike and that's why he chose materials like aluminum for the tank and oil bag and fiberglass for the rear fender. The frame is a Swedish Hogtech Northern Spirit rigid, and the rear wheel is the first one we have ever seen that uses a Jaguar-type spoke pattern.

The black and yellow-greenish V-twin is the "Bike of the Year" over here. It has taken first prize at all the major bike shows, and one of the prizes was a trip to Daytona 2003 so chances are you will see the bike live if you go there. It's owned and built by Stefan Lundquist of Plebs MC in Stockholm, a club famous for building first-class bikes. Stefan decided he wanted a short rear frame and a small-diameter belt pulley with integrated brake disc. Which of course made it impossible to use any over-the-counter parts at all, so everything had to be made by hand. It took two years of hard work to finish this well-balanced 80-incher, that looks like it has a huge motor thanks to parts like the rocker covers from Joker Machine and the big carb from Carl's Speed Shop. But as luck would have it, Stefan injured his back at work just before the bike was finished. He'll be okay again eventually, but at the moment he has to let his ol' lady use the bike because he can't ride a rigid himself.

Some Vikings like to boast that the chopper was born in America and refined to perfection in Scandinavia. Be that as it may, you will have to agree that the Scandinavian bike-building culture is very much alive and well!

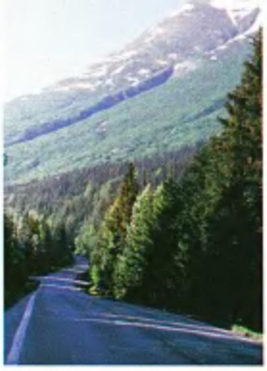
— Totte Wiman

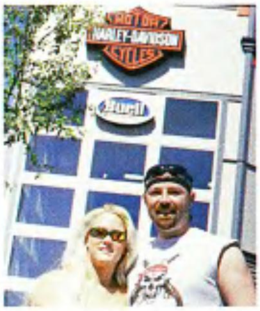
Photos: Siwer Olsson

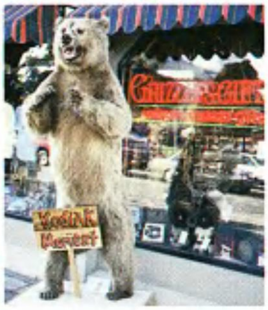

JIM'S
Diamond JIM'S
Mary Lou's
LIQUOR STORE
·T-SHIRTS
·PANTIES
·HARD CORE
ALASKAN
GIFTS

Even Alaska's Lt. Gov. Fran Ulmer showed up for the party wearing black leather. So did over 2,000 other Harley riders who gathered from all over the 49th state to attend Barry Matteson's grand re-opening of his palatial new dealership specializing in all things Harley and Buell. The only locals that didn't show up in the 80-degree weather were some of the 1,100 moose that are said to share the city of Anchorage with its 300,000 human inhabitants, half the state's population. Yep, it's our biggest state spanning 586,412 square miles, its size only matched by its enthusiasm for motorcycling. And being in south central Alaska, Anchorage has a fairly moderate climate, probably milder weather than in Chicago and Minneapolis during the winter, which of course is a good time for that custom project.

The success of the event probably had







ANCHORAGE'S HOUSE OF HARLEY-DAVIDSON

ALASKA BIKE BLAST

a lot to do with the 23 hours of nonstop sunlight that an Alaskan summer offers up as gift after eight months of cold and relative gloomy days. In the summer, when everything suddenly turns very green and lush, something like Hawaii meets Colorado, everybody is outside jogging, kayaking, bicycling, hiking, fishing, flying, and especially riding. Alaska has the highest per capita motorcycle ownership of all 50 states. And it's also the No. 1 consumer of ice cream as well. Believe it or not.

Located on Spenard Road in Anchorage, the new facility was built on the dealership's existing site, however now triple in size, a quantum leap from the House of Harley's humble beginnings. Almost 30 years ago, Barry Matteson began selling a few custom bike parts out of his garage, and with diligence and perseverance built that fledging enterprise into easily one of the most impressive dealerships this writer has seen anywhere in this country or anywhere else for that matter.

For several days prior to the event, you could hear the rumble of big twins zeroing in on Anchorage from the surrounding areas, the telltale Milwaukee growl competing with the ever-present sound of small aircraft coming and going in the blue skies over Anchorage. The city holds the record for light aircraft ownership, most of the planes are the amphibious kind, which often land in the Alaska's innumerable lakes taking tourists to prime fishing and hunting spots. You'll find Lake Spenard not far from the House of Harley-Davidson and a huge flock of "floatplanes," many of which are available to take you to Alaska's vast wilderness areas. There are so many planes that they actually have "airplane crossing" stop signs where aircraft and not cars roll by on their way to the runways. There's even a three-year waiting list for an airplane parking space. During the winter when the lake freezes they stage sled-dog racing and ice skating, the ice reflecting the ring of mountains surrounding Anchorage including the spectacularly wild Chucash Range.

Speaking of wild, the schedule for House of Harley-Davidson's party events began at 10 in the morning and didn't end until late in the night…except there was no night. For those that like to party 24/7, Alaska is truly the place to be in the summer months. When you first arrived you could already smell the food cooked up by Sal's Grill, and some of Alaska's homegrown ice cream was there for the licking. As the day warmed up, plenty of cold brew was available in a special beer garden section in the dealership's massive rear parking lot. It did take people some time to get there once they entered the front doors because there's so much to see within the 27,000-square-foot dealership. It's more like an upscale department store with a west wing and east wing. There are extensive parts and accessory departments, Harley collectibles and clothing sections, not to mention the bikes on display including all the latest Harley and Buell models. Downstairs there's another parts and service department and even a display of antique and historic Harleys. The kids could munch on tacos on the third floor (yes, three floors) where one finds the offices and warehouse areas. There's also a balcony from which fireworks were launched later in the day, fireworks in the form of gift certificates that rained down on the partygoers below who were rocking to the live music of Out of Control and Ettinger on the bandstand.

Out front you found a People's Choice Ride-in Bike Show featuring both high-end customs and vintage machines, and inside you could enjoy the sounds of Diane & the Saddlebags and the solo guitar stylings of Colleen Codiac. In the main section of the dealership Jean Davidson, the granddaughter of Harley founder Walter Davidson, signed copies of her new book *Growing Up Harley-Davidson—Memoirs of a Motorcycle Dynasty*. In a real sense, Barry's dedication of his new dealership was another chapter in the history of the Milwaukee company and echoed all its best qualities. Recognizing this fact, several local and national reps from the factory including Carl Ebberle, VP of manufacturing at the Kansas City H-D plant, District Manager Mark Ransavage and District Service Manager Bob Follette. J.T. Hasley, director of the Harley Owner's Group showed up for the big shindig and ribbon-cutting ceremony that took place at midday. Around this time members of H.O.G., taking part in a nearby state rally, rolled in to join in the festivities. Also present was the architect for the truly amazing Harley mega-store, Gordon Thompson, a Harley rider himself.

Addressing the crowd of well-wishers, friends, politicians, factory reps and community leaders, Barry summed it all up nicely when he said, "We're all here to deliver you dreams so everybody have a great time today. I've been a Harley

dealer for 27 years, all of it here in Spenard, 21 years right here in this building. Karen and I were eating lunch one day across the street at Gwennies and saw this building was up for lease. We eventually bought it, and just continually added on, finally coming up with what we all see here today. Thank you all for coming, and sharing it with us."

Lt. Gov. Ulmer, who by the way grew up near Milwaukee, added, "My congratulations to Karen and Barry for a really great addition to Alaska. Thank them, celebrate with them. Besides it's a great excuse to wear black leather and go for a ride." After a blessing by Barry's friend and pastor Richard Irwin, Barry cut the yellow ribbon, making history in the process. "I'm going to cut this ribbon and make this the grand re-opening of the new House of Harley-Davidson and Buell in Anchorage, Alaska, the largest Harley dealer in the largest city in the largest state."

Getting back to the party, we saw some events not normally seen at other Harley dealerships, for example, taking a pair of new Buell Blasts off the showroom, rolling them over to the burn-out competition area and melting the rear tires off both of them. Huge clouds of gray smoke wafted over the party site as the big boys also went at it to earn top dog status and win a new tire while they were at it. When the smoke cleared the winner was Chad Yoshitoma on his '84 XR1000, a classic hot rod to say the least.

Meanwhile, all kinds of door prizes were being raffled off including a free rental from Fire & Ice Motorcycle Rental located adjacent to the House of H-D, gift certificates for House of H-D goodies, not to mention an Hawaiian holiday given away in conjunction with the local rock radio station. And at the 1 p.m. drawing, from the back of that black Ford F-150, the winner of the brand new 1200 Sportster was Anchorage resident Terry Haskell…one lucky lady.

The House of Harley-Davidson is very conveniently located only 1.5 miles from Anchorage's Ted Steven's International Airport and right across the street from a great place to eat, Gwennies, where you'll find fresh Alaskan seafood and also some very tasty reindeer sausage. For more info about the House of Harley-Davidson log on to www.harleyalaska.com or call 1-800-248-5305. House of Harley offers a great H.O.G. Fly and Ride program, so go north to Alaska and see our 49th state on a new Harley. While they do get booked up early, you're in luck thanks to the Fire & Ice Rental shop next door.

By the way, if you're putting through Alaska, the House of Harley-Davidson has another location on the beautiful Kenai Peninsula (the fishing capitol of the world) in the town of Soldotna. Located on Sterling Highway, it's run by Si Zimmerman with help from his wife Olga and baby son Alex. Their telephone number is toll free 877-260-6778 or log on to www.h-dalaska.com for more info.

—Paul Garson

Photos: Paul Garson

35
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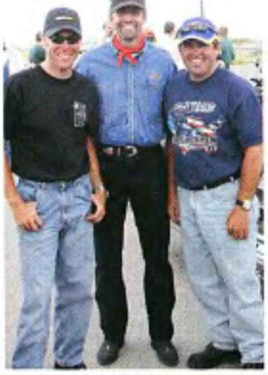
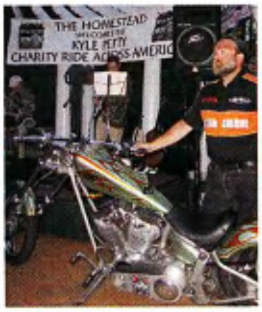


When Darcy Betlach of Victory Motorcycles invited one of our riders to join the prestigious Kyle Petty Charity Ride we jumped at the chance. Y'see, this ride starts in Napa, California, and ends up in High Point, North Carolina. It's thousands of miles and smiles across America on a new Victory motorcycle for a great cause.

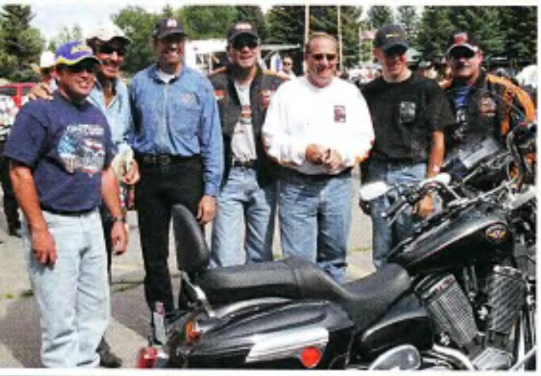
For our Easyriders *representative we chose a man who has logged more miles on two wheels than Carter has pills. Arne Ternsen of Edmonds, Washington, flew to San Francisco, picked up his new Victory and met up with the ride in gorgeous Napa, California. We'll let him tell the tale from here.* —Editor

From Napa, California, to High Point, North Carolina, and at any point in between, the 2002 Kyle Petty Charity Ride Across America proved to be every-



KYLE PETTY'S RIDE IS A VICTORY IN MORE WAYS THAN ONE

RIDE ACROSS AMERICA



thing a rider could possibly hope for. On the first leg of our trip, riding in the middle of 170 bikes through the scenic wine country of California heading for Jackpot, Nevada, I remember asking myself, "how can it get any better than this?" But it did. As the riders got better acquainted, the ride became more comfortable and we had time to observe the awesome beauty of this land of ours. The roar of the bikes, the sun and the scenery…I was in Heaven.

I'd like to thanks Darcy Betlach and Victory Motorcycles for giving me the opportunity to be a part of this ride. The 2002 Victory I was riding was different to me. Y'see, I'm a Harley guy and we all know what that means; I'm dedicated to the Milwaukee brand, but when I hit a 5-foot tire gator at 75 mph, I instantly gained new respect for the Victory. Although the impact broke my headlight and bent up the front fender, the bike stayed up. From that point on, I knew it was okay for me to be on a Victory. I must say though, after all day in the saddle, the Victory's seat is a sore subject…literally. My butt was plenty sore at the end of each day of riding but I understand the folks at Victory are working on new seats for us iron butts. One thing I learned is that Victory is dedicated to staying in the game and I think it's good to have another American brand to choose from.

This was the eighth annual Kyle Petty Ride, which has grown to include some very big sponsors and lots of community support across the country. The monies collected from the ride are used to help build a camp for seriously and chronically ill children and their families. Everywhere we went, people turned up in droves to talk to us, to meet Richard and Kyle Petty and to give donations for the charity. I'd like to take my hat off to Kyle and all the other racecar drivers who participated. They fueled 164 bikes in 20 minutes at the gas stops along the way. The rest of us riders got a break, but not Kyle. He happily signed autographs nonstop everywhere we went. Even way out in the middle of nowhere, a family held a sign asking Kyle to stop. Terry Labonte and Kyle broke from the pack, did a U-turn and made some kids very happy. Kyle, "you da Man."

One of the many cool details of this event was that before the ride took place, kids could enter a "Design a Cool Helmet for Kyle" contest. The winner was Jaclyn Bauer, age 11, of Morton Grove, Illinois. She is now the proud owner of a $20,000 helmet (that was the winning bid at an auction held at The Homestead in Virginia.). Kyle and other riders visited children's hospitals all along the route from coast to coast and handed out big checks. These visits were a thrill, especially for the kids.

When you ride at 75 mph in a line of 170 riders for eight days straight, you have to trust the guys and gals around you. For many, it was the eighth time they went on the charity ride. One such rider was Robert D. Raiford from the John Boy & Billy Radio Network. Not too shabby for a rider who is 76 years young. There were many intrepid riders I'd like to mention, like Lonny Spiva of Custom Chrome who rode a Paul Yaffe Signature Series Chopper all the way. The bike brought in $27,000 at the auction. I'd also like to thank North Carolina Harley-Davidson dealer Click Baldwin for keeping a smile on my face and saving me from the aforementioned tire gator. Another Harley dealer of note was Bruce Rossmeyer who supports this ride every year. The riders on this run have incredibly big hearts and are really making a positive difference in the world.

Special thanks have also got to go out to all the service personnel who made this ride happen. They all did a hell of a job. As did the law enforcement officers who rode with us, clearing the way, and their brothers and sisters across the country who pitched in to make sure we could get in and out of cities, towns and burgs with no hassles.

We saw some of the most beautiful country imaginable. It was the perfect time of year to traverse this great land. The sky was crystal clear and a deep, endless blue; the scenery was a rich green, and the weather cooperated with us despite a couple of very hot days (3,533 miles and not a bit of rain!). And if you're ever out in Wyoming, take the trip from Jackson Hole to Cheyenne. It is by far the most beautiful ride I have ever been on. At 9,600 feet elevation while crossing the Continental Divide, you can see a very long way indeed and it is all breathtaking.

Our ride organizer was Dianne P. Hough and she did one hell-of-a-job pulling this epic run together. The ride had many planned events along the way. Besides getting our fair share of hard riding every day, Diane made sure we were well cared for and also made sure that we had some really incredible food on this trip. I put on seven pounds in eight days while riding across America. Not bad at all.

As we pulled into Kyle's ranch in North Carolina, I was truly sad for it to come to an end. I met great people, made true friends, and participated in a Charity Run like no other on Earth. When you ride with such an organized event and such great people, the 3,500 miles just seemed to fly by. It was a first class operation all the way and a victory for all concerned. *—Memory Man*

Photos: Arne Tennsen

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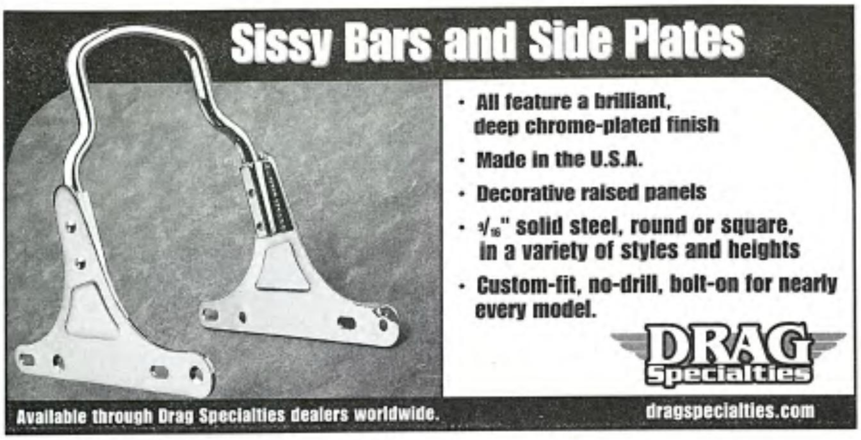

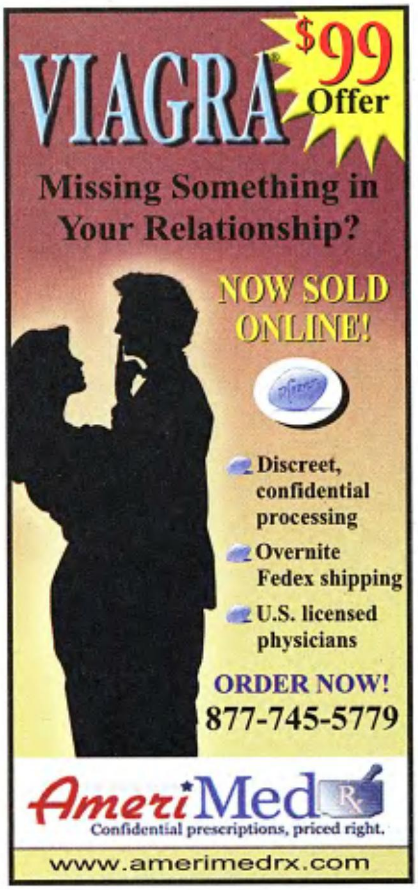

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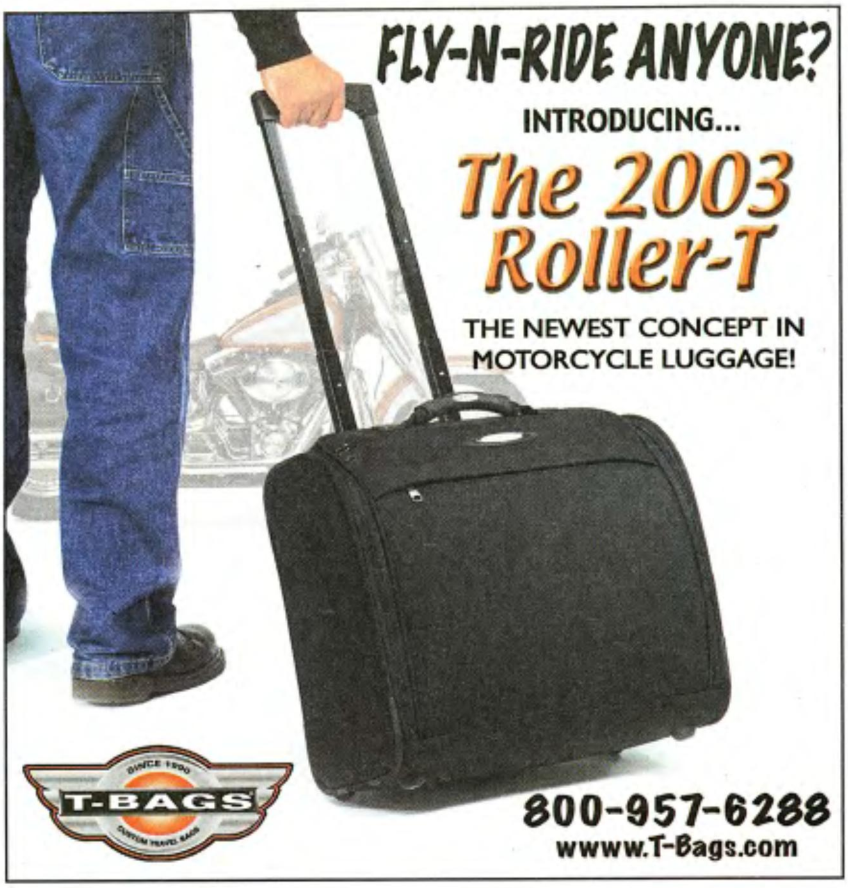

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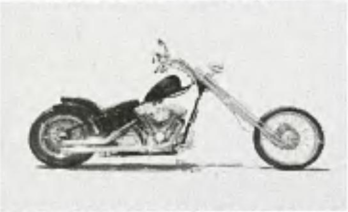

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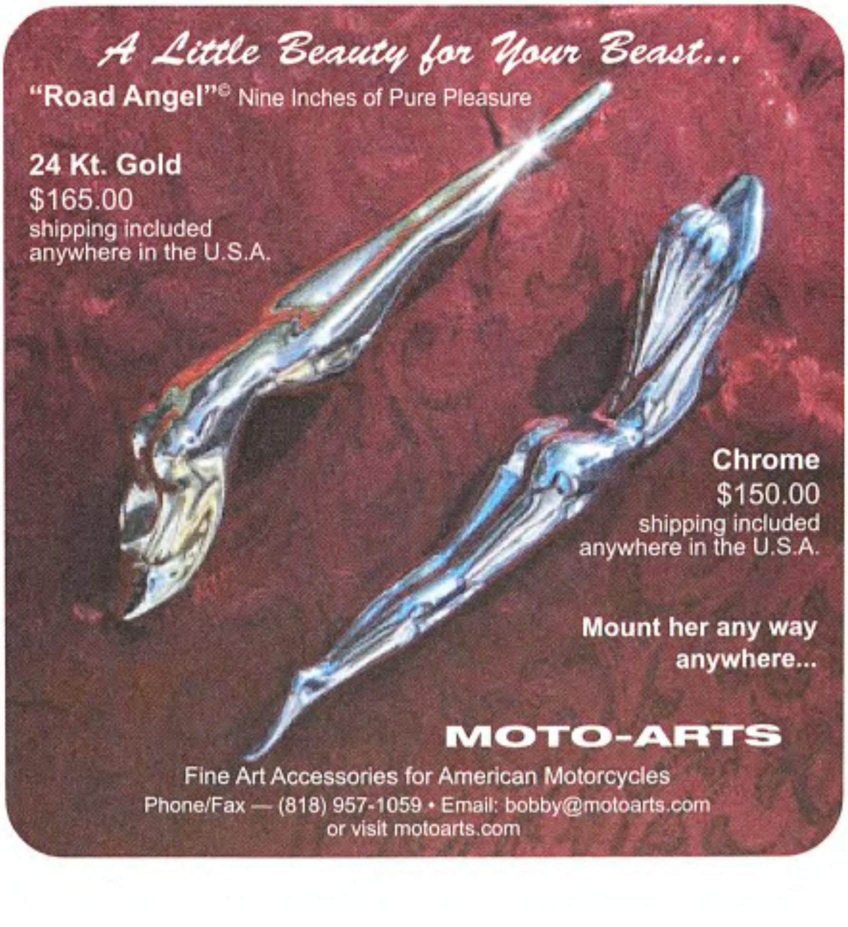

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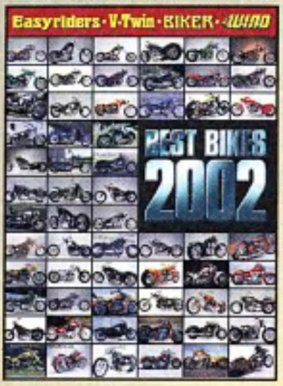

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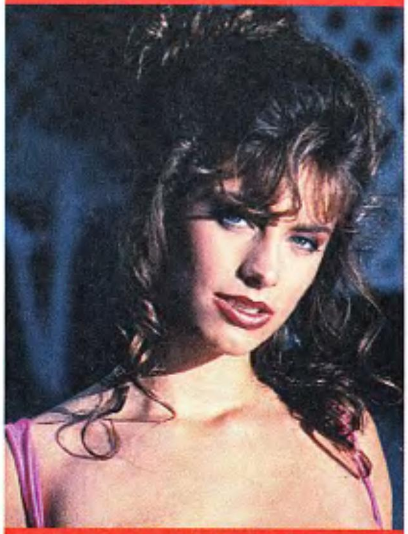

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1997	12	13	14	15	16	17
1998	18	19	20	21	22	23
1999	24	25	26	27	28	29
2000	30	31	32	33		
2001			38			

EARLYRIDERS	SPRING	SUMMER	FALL	WINTER
1994		1		
1995	2	3		

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1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19	20	21	22
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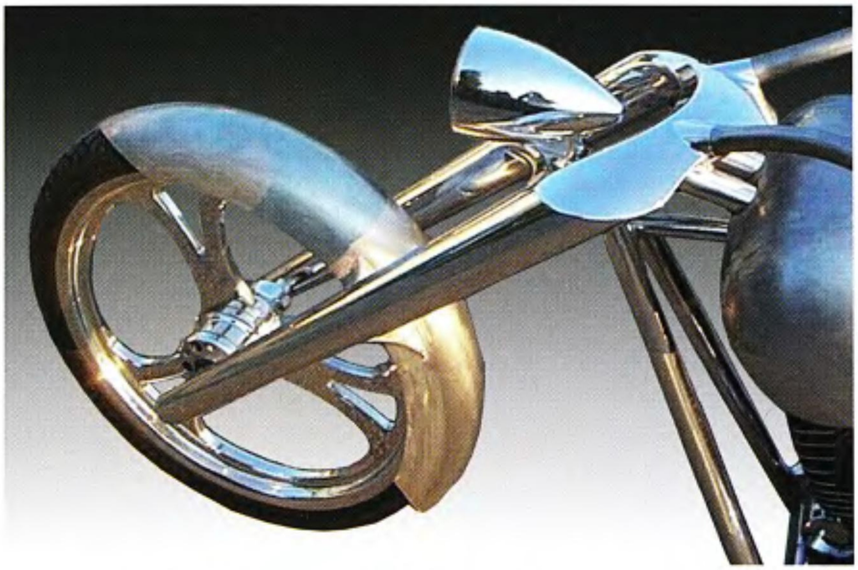


Take a look at what the Canadian metal carvers of Goldammer Cycle Works are capable of when they're locked up in a shop filled with scrap metal and expensive tooling and precision equipment. These guys seem to always make good use of the long winters up north, as they churn out one mind-bending custom scooter after another. Their bikes all feature interesting technical solutions and spectacular, one-off parts that set them apart from the rest of the custom motorcycle scene.

Now you too can build a bike in the style of Goldammer's creations by using some of their unique components. The G-Force single-sided swingarm is entirely machined from 170 pounds of billet 6061 T6 aluminum. It was designed to accept a 240-series rear tire with 1 1/2-inch drive belt or a 250-series tire with 1 1/8-inch drive belt. Featuring a modern, eccentric wheel hub that makes for simple belt adjustments, the swingarm is designed to accept a compact, RC Components trans pulley and brake rotor system. In addition an ingenious caliper and disc system allows the rear caliper to be precisely indexed on the rotor throughout the full range of belt adjustments. The G-Force swingarm fits any standard wheel with its hub removed and, we're told, is 30% stiffer than a conventional, Softail-type triangulated swingarm. Only available in a polished finish, this single-sided beauty features 2.5 inches of suspension travel.

Continuing on this theme of heroic manufacturing feats, Goldammer offers an impressive front end system that's machined from a 120-pound chunk of billet 6061 T6 aluminum. It utilizes Perse Performance Spherical lower legs and Race Tech and Harley-Davidson internal components. The G-Force front end comes fully assembled with wheel axle, caliper mount, fender mount, headlight mount and all internals including premium oil, and is available in polished finish only. Nothing else looks like it!

Now what are you going to do with these superlative suspension parts? Why not mount them on a matching frame? Goldammer's G-Force frame is made to order to fit either Harley-Davidson's Twin Cam B or Evolution powertrains, with your choice of rake and stretch. With all their brackets entirely machined from billet, the frame rails are machined in their welding fixture to guarantee 100% contact between components before welding. All G-Force frames come with internal fork stops and feature removable billet control mounts that allow the builder to position them to fit each rider's particular preference.

The G-Force frame is designed to accept an optional, bolt-on G-Force air lift system. This air-adjustable suspension has two position: up or down, and works on a very unique and ingenious design that allows the frame to still use conventional Softail shock absorbers and conventional front fork internals.

The air lift system is designed to lift the motorcycle front and rear a total of 2.5-inches vertically. The front end lift is 4 inches and rear end lift is 2.5 inches. When the bike is in the raised position the airlift system locks so that suspension is handled entirely by the OEM suspension system, resulting in a ride very similar to a stock motorcycle with upgraded aftermarket suspension components.

Lift time required is about 1-2 seconds and holding tank refill time is about 30 seconds after lifting. The kit includes an air compressor and all valves and fittings, and the frame is used as an air tank that is refilled automatically while riding.

All fasteners on Goldammer's chassis components are either chromed or stainless steel—you just provide the powertrain, bodywork and inspiration for the rest.

Call 250-764-8002 for pricing or log on to www.goldammercycleworks.com and see what the fuss is about. *—Lafayette*

Photos: provided by manufacturer

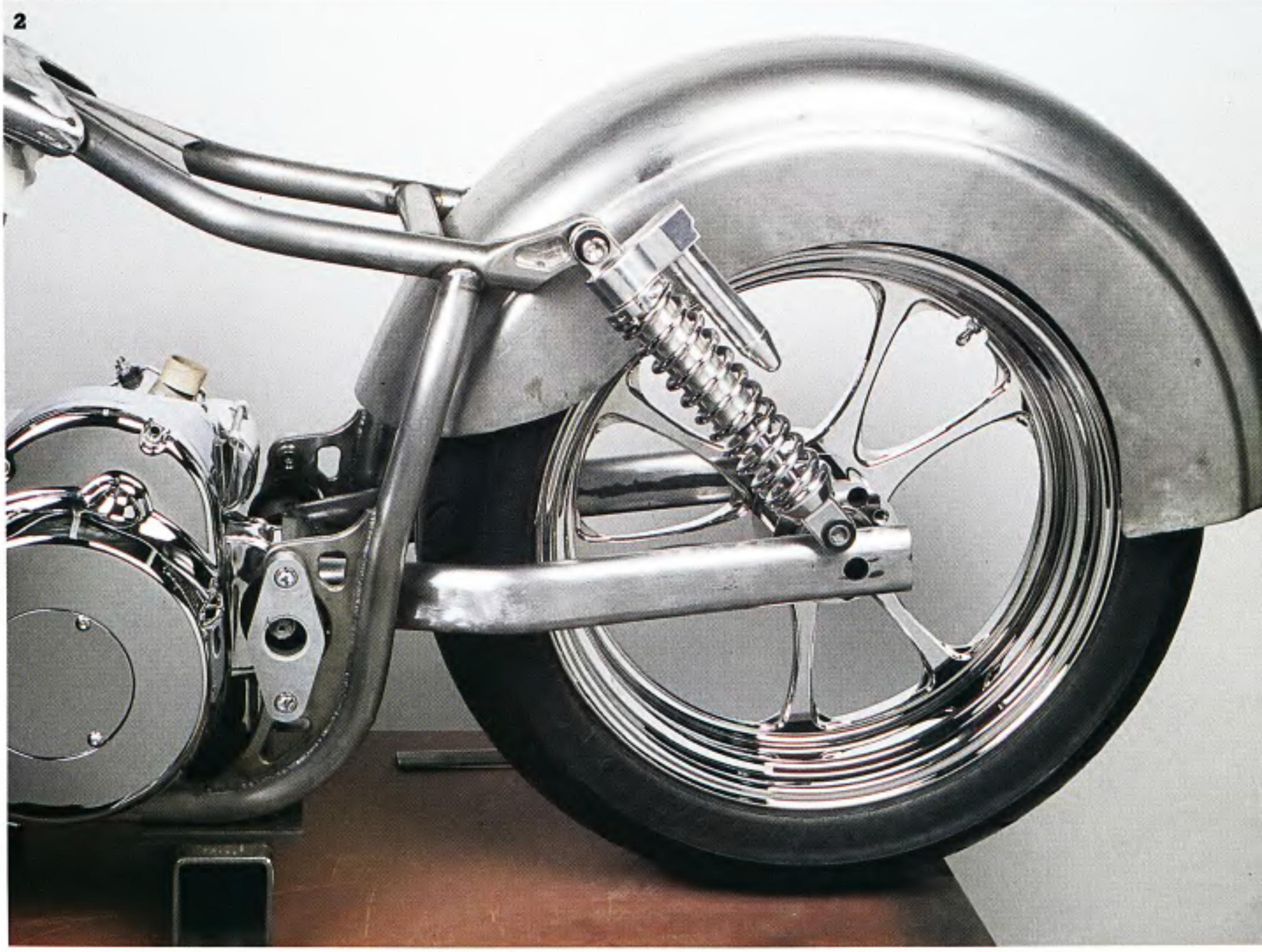
TechTips

SHEET METAL 101, PART III
Custom Fenders

Nothing makes a bike look truly customized more than the right sheet metal. Last month we showed you how to create a unique dash for your stretched gas tanks. This time around we'll take a look at making custom fenders for your showstopper. Once again, we've asked master bike builder Mitch Bergeron to take cutters in hand and show us how it's done.

The idea with this Sheet Metal 101 series is to show that you can design and fabricate your own custom sheet metal with just a few simple tools and a little imagination. For this tech tip we started out with a basic rear fender from Custom Chrome (Part No.13-153). Mitch placed a block of wood on top of the rear Avon tire as a guide (Photo 1), don't want to

1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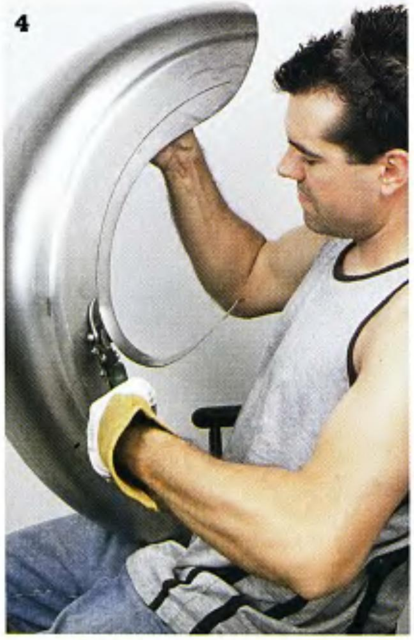

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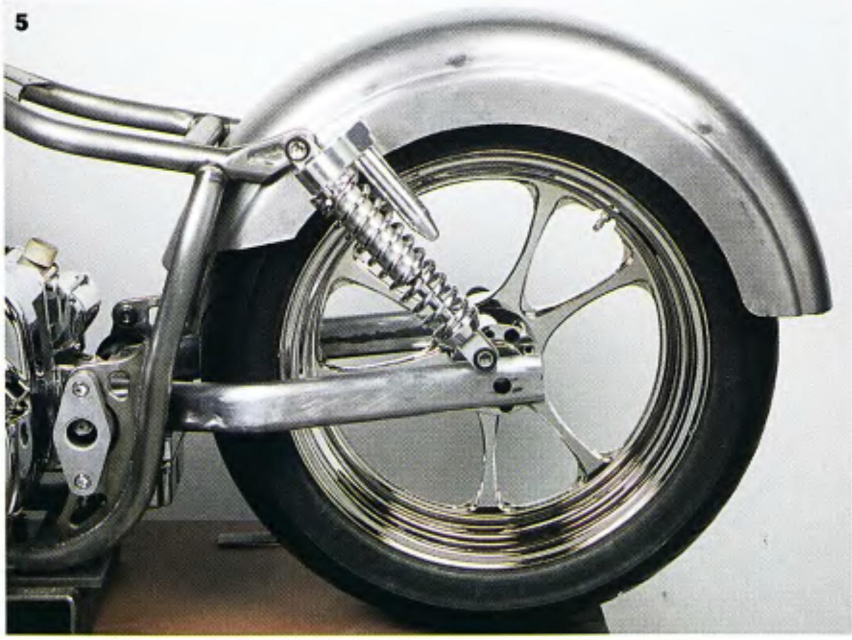
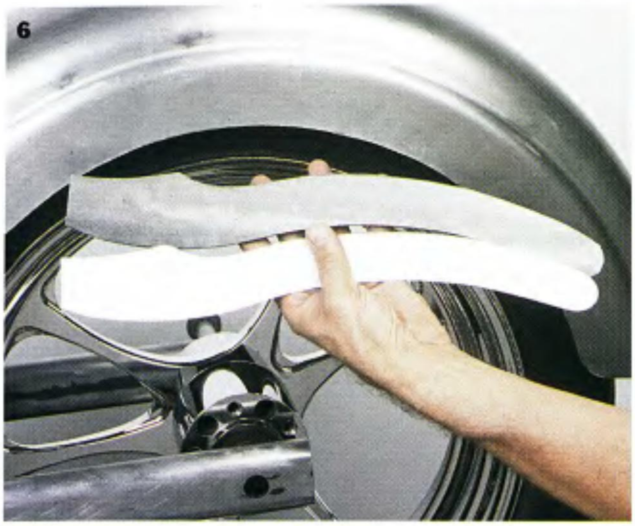


bottom out don't cha know. This 2-inch block of wood was cut specifically for the amount of travel required. The rough fender is set in place (Photo 2) and then Mitch marked where he'll cut the fender down (Photo 3) using a simple protractor and keeping the wheel centered. A pair of cutters and some elbow grease later (Photo 4), we're ready to see what the cut down fender will look like on the bike (Photo 5). If we're happy with the look, we can take a hand grinder to the rough

6



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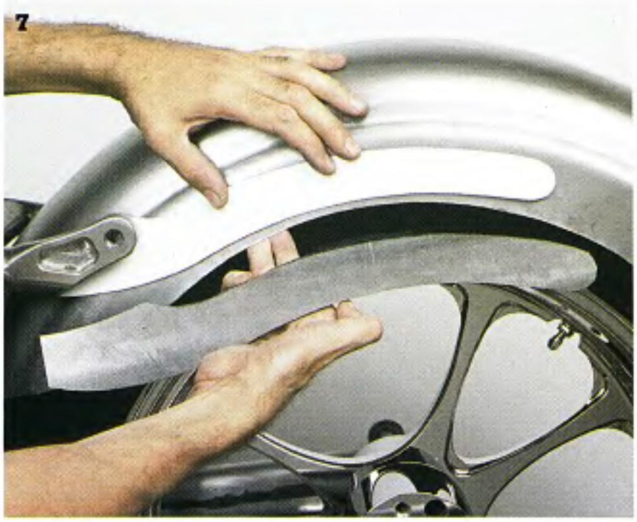

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Photos: Markus Cuff

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10

sheet metal in order to grind and smooth the cut edges.

Next, Mitch makes a paper template of the two internal struts, which will be cut from metal and hidden inside the fender (Photo 6). After making sure the template fits, Mitch cuts the struts out and checks the placement (Photo 7). Clamping the metal struts in place inside the fender, Mitch temporarily tack welds both struts into place (Photo 8). He then removes the C-clamps and checks for fitment one more time before welding the struts permanently into place (Photo 9).

Unless your fender is 14-guage, it's a good idea to weld a finishing rod inside or outside (depending on the look you want), to give the fender a more finished form and get rid of the raw cut look. The fender is now ready to be drilled and mounted, then it's off to the master paint wizard, Fitto.

Mitch told us that many custom builders will hide a LED taillight in the rear fender at this point. Remember that your sheet metal can be as unique and individual as you are. If you can work a pair of cutters, the sky's the limit on creating your own look. Excellent raw fenders from CCI make it easy.

Let's take a look at our project bike so far (Photo 10). Hmm, looks like we need to fill that space behind the motor. Next time we'll get a little more creative with some custom side panels for this bad lil' Bergeron blaster. *—Dave Nichols*

Source

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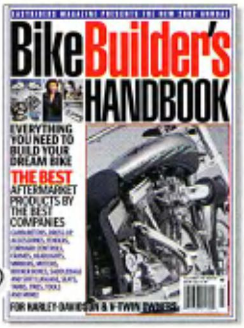

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TWIN CAM MUSCLE TUNE
The Latest from Carl's Speed Shop

A bolt-on package from Carl's Speed Shop turns an otherwise stock Harley into an 85-horsepower ground pounder—with stock heads, pistons, and barrels!

Okay, everybody knows that the first step towards serious Twin Cam street power is going to be a 95-inch big-bore kit along with a pair of high-zoot, high-flow heads, right? Well, everybody might want to rethink that plan a little. There's an honest 85 rear-wheel horsepower hidden in these motors and you can get to all of it without ever touching a head bolt. At the stock displacement and the stock compression ratio, and with the Motor Company's cylinder heads left untouched, it's the right combination of bolt-ons that turn out to be the real first step towards Twin Cam performance. For many riders this approach might even be all they'll ever need or want. Hey, 85 horsepower is a lot of kick, especially when it comes with a torque number to match and it's all concentrated right where it's the most accessible and the most fun, in the 3,500- to 5,500-rpm range. Carl Morrow has been building performance Harley-Davidsons since the early-'60s, so all of this isn't big news to him. However, Carl's "Git Kit #2" might be a tasty bit of information to some Twin Cam riders, especially the ones currently poised over their engines with wrenches in hand, ready to go the big-bore route.

Over the years Carl Morrow has found that it isn't always big displacement that wins; more often it's the right combo of cam, carb, and exhaust that does the trick. For proof of that there's his own record-holding AHDRA Street Pro bike; it gives away almost 20-cubic inches to the competition, and they still can't catch him. Using that "less is more" approach to performance that's won him over 87 different national and world records, Carl's come up with the "Git Kit #2," a straightforward bolt-on package that

Cams, carb, pipes, and pushrods—these bolt-ons from Carl's Speed Shop and about a day's work will take a stock 61-horse Twin Cam up to a ground-pounding 85 horsepower with torque to match.

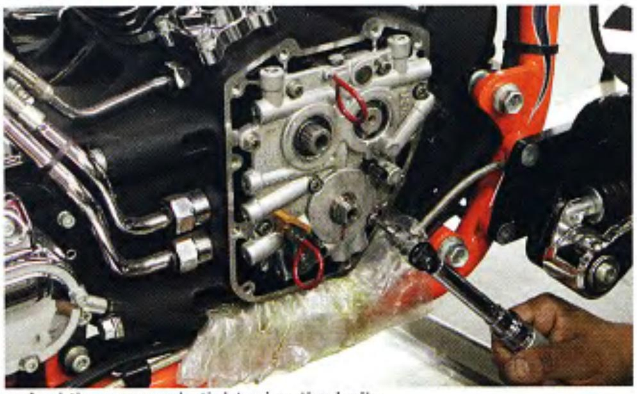
First step is pressing the kit's CM512 cams and new bearings into the stock camplate, preferably by someone who knows what he's doing. The guys at Carl's do this sort of thing all day long.

An experienced Harley mechanic will know this, but the rest of us ham-fisted amateurs should listen up: Don't just tighten the four oil pump bolts and go merrily on your way to the next step; first align that pump on a pair of tapered studs to center things up, then tighten the bolts at opposite corners. Here, Carl's race mechanic, Sergio, is slipping in one of those locating studs…

It goes without saying, but then again maybe it doesn't. Make sure the timing marks are aligned on the cam drive. Pins with looped handles are holding the chain tensioners clear.

With the cams in and the cover buttoned up the new, adjustable pushrods go in… one by one and get adjusted.

After the presswork is complete the rest of this hop-up is a Saturday afternoon bolt-on, beginning with slipping those new cams back in place.



…And then properly tightening the bolts.

Here's another trick little tool. This toothed block slips between the drive sprockets and holds things from turning while the sprocket bolts are torqued to spec.

Moving towards the top, if a new and bigger carb is going to be part of the package (and for max-output it should be) a new and bigger manifold is needed.

Satisfying yourself that the manifold sits dead level before it's tightened down only takes a second, and it's a second well spent.

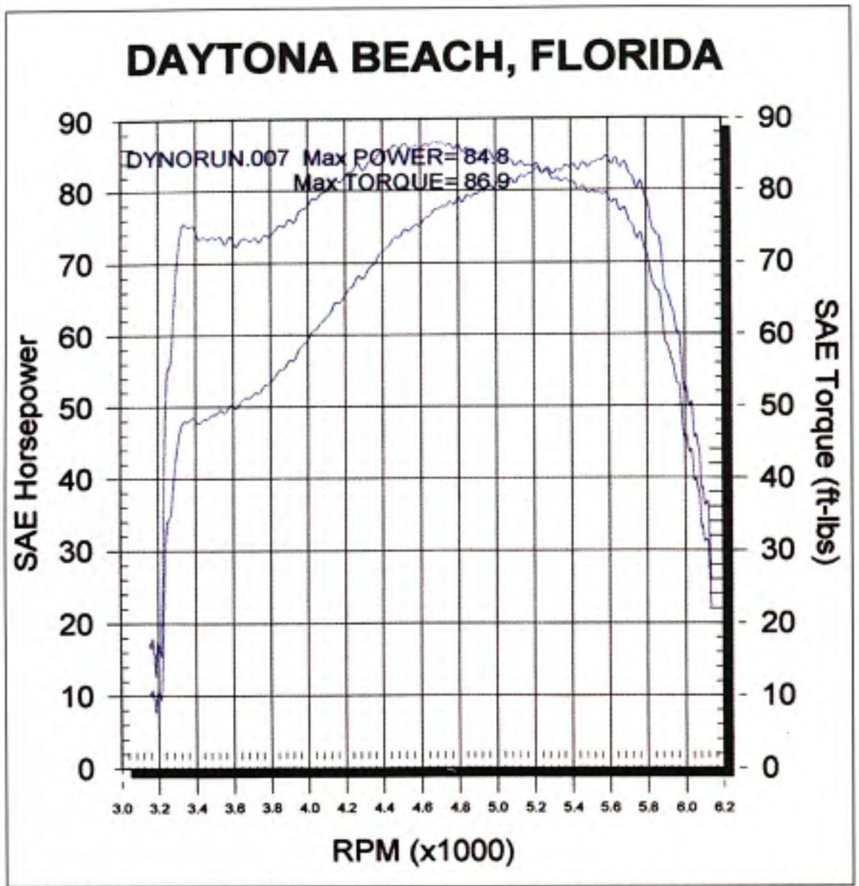
That Typhoon carb is one nasty looking mutha, huh? Seen here with a Ram Air horn mounted, it requires a new set of throttle cables. They're in the kit.

Just so you should know, if the Typhoon's Ram Air intake doesn't match your aesthetics there's a tasty round air filter available for it, too.

The Bazooka staggered duals complete the package, and when you're hunting for performance this is the way to go. Wide-open drag pipes might look and sound badass, but that's about all they do. By the way, check out the straight stack on the Typhoon this time. Another option.

Photos: Joe Kress

Nice looking bike, and with an honest 85 rear-wheel horsepower and torque to match it's a nice runner, too.



And here's the proof: Doug Morrow does the dyno work at Carl's and he was loving life with this motor. The numbers just kept getting bigger and better with each pull, topping off (for now) at 84.6 horsepower and 86.9 foot-pounds of torque.

takes about six hours to install, and depending upon how it's configured won't break anyone's bank. And oh yeah, this kit gives back horsepower, torque, and white knuckle street-smiles in spades.

The Git Kit includes one of Carl's #CM 512 special-grind cam sets ($250), a set of chrome-moly adjustable pushrods ($130), and a pair of Carl's Bazooka staggered-dual exhausts ($299) as a standard starting point. When it comes to the carburetion there are some choices. The stock Harley-Davidson carburetor can be retained, re-jetted, and re-filtered with a free flowing K&N. The result will be something just shy of 80 horsepower when that fuel mixer is paired with everything else in the package, not at all bad and definitely the economical way home. For the ultimate in performance, though, (and looks) Carl uses one of his own 2-inch Typhoon carburetors with either a Ram Air, straight stack, or round filter mounted. Now, the Typhoon isn't exactly cheap ($995), but look at it this way, it's also the last carburetor you'll have to buy. Its CV-design allows it to be used on a variety of engines and engine sizes, and it looks so damned trick! The thing screams high-performance.

Whichever way you decide to go regarding the carburetion, installing the Git Kit is about a day's work for a savvy mechanic familiar with Twin Cams. Of course there's some press work involved when swapping the new cams and cam bearings into the stock cam plate, but other than that this is really just a nuts-and-bolts job. The guys over at Thunder Mountain Custom Cycles, who had just moved in next door to Carl's Beach Street shop, wanted a little more horsepower for one of their stock-motored customs. The Git Kit #2 gave 'em all they wanted, and then some.

Natch, all of this applies to injected Twin Cams, too. Obviously there will be no carburetor choice to make, but the EFI setup will include a Power Commander and a re-mapping session.

—Joe Kress

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A IS FOR ACCURATE
Accurate Engineering's Custom Motors for the Masses

There's a pretty large segment of the biker population that has never seen the need to step into the modern world of Evos or counter-balanced Twin Cams equipped with modern amenities like aluminum cylinders and chain-driven counterbalancers and cams. And for that matter, many still believe strongly that the venerable ol' knucklehead should have merely been updated and not replaced. But ever since the introduction of the late-model marvels brought to life by Willie G. and the team at the re-born Harley factory of the '80s, more people than ever are just dying to get their hands on a Hog.

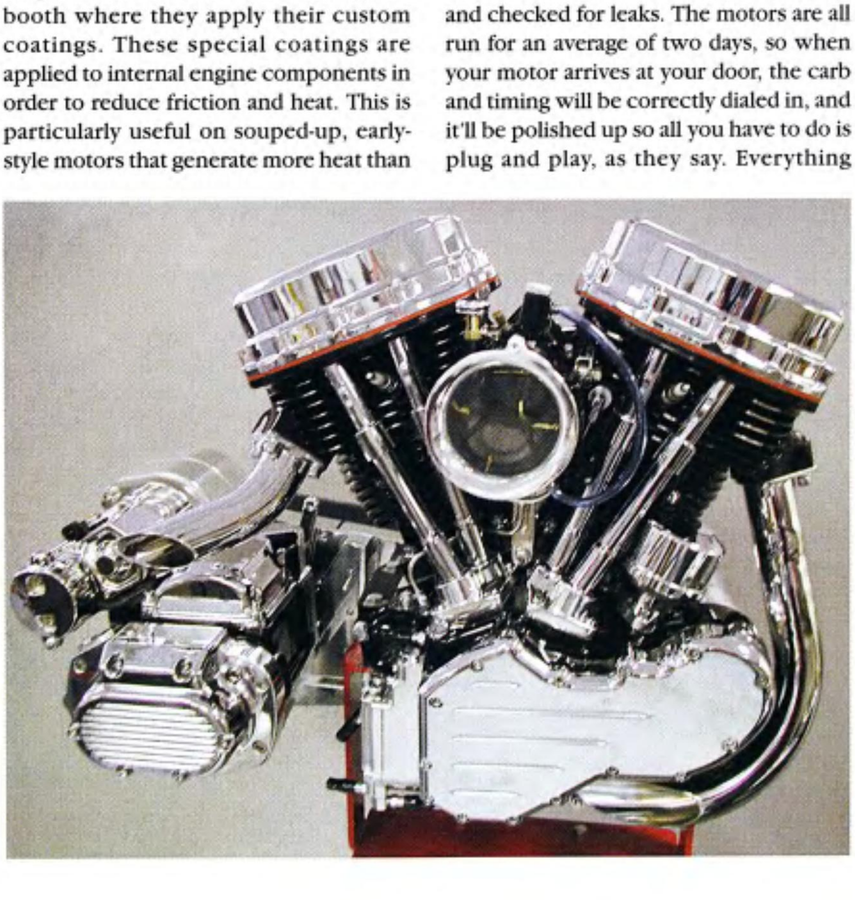
But long before "The Factory" solved their quality issues and virtually recreated the V-twin, guys like Berry Wardlaw were refining the classics, creating truly reliable, big-inch counterparts to the tame, leaky, stock motors available from Harley. Bringing a background in auto racing to the Harley world, Berry set out to refine the V-twin.

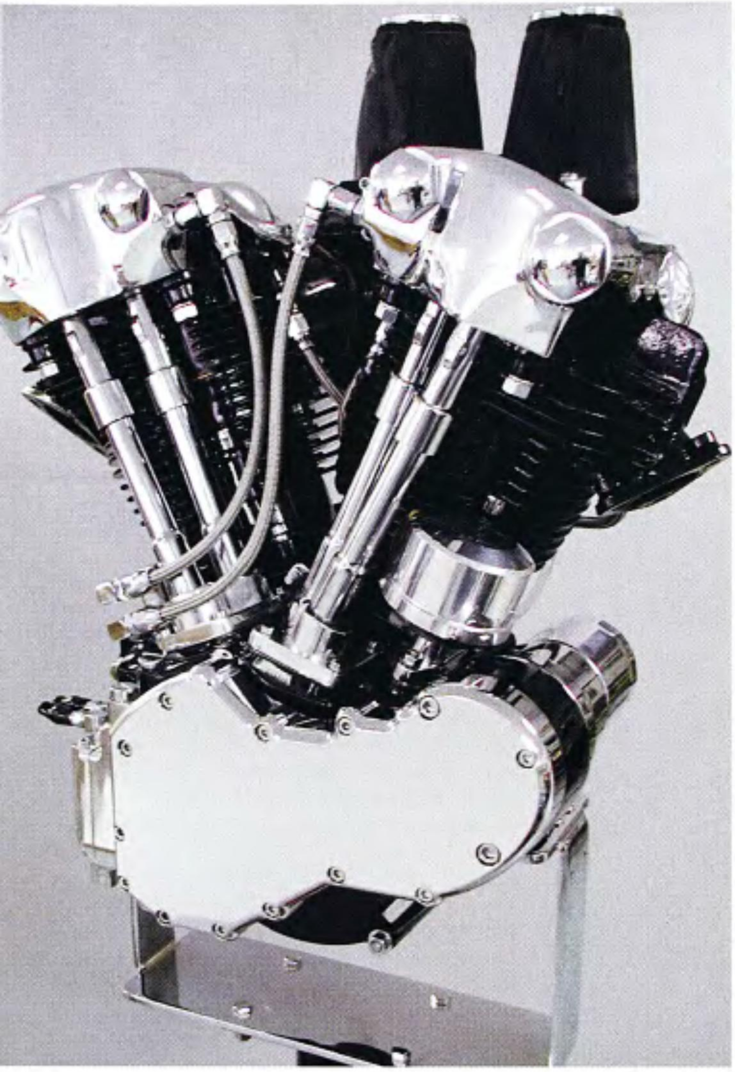
Berry's no Johnny-come-lately, by the way. Starting out with a shop in Alaska, he's worked his way through a couple of the "A" states, having moved south from the frozen north down to the lower 48, i.e. Arizona, then on to Dothan, Alabama, where Accurate Engineering has been for over six years now. The 8,000-square-foot facility is augmented by another building across the street. Berry's shop also recently purchased the machinery from a defunct medical equipment company. They've now got enough mills and lathes to turn out plenty of the precision parts needed for the top-notch, custom-built motors they're known for. Y'see, custom-built motors is what the folks at Accurate Engineering are all about.

The philosophy at Accurate is this: Each motor is handled as a one-of-a-kind, hand-built unit. Each customer's individual desires and riding habits are taken into account so that when you finally throw your leg over your brand-new motorsickle, you'll be grinnin' ear to ear. Whether you're lusting for a 106-inch knuckle or a hot-rod Evo or something in-between, Accurate can build it for you, tossing in a few of their own tricks to keep you on the road and not in the garage wrenchin'.

At Accurate, all MIG and TIG welding is done in-house to control quality. They also specialize in custom headwork and do all boring and honing on the premises using state-of-the-art CNC mills as well as Sunnen honing equipment. Even the polishing is done in-house, so your motor will look as good as it runs. And let's not forget Accurate has a full-sized paint booth where they apply their custom coatings. These special coatings are applied to internal engine components in order to reduce friction and heat. This is particularly useful on souped-up, early-style motors that generate more heat than their aluminum-barreled counterparts. One is a ceramic coating that is used specifically on piston domes and the other is a DFL, or dry film lubricant, that's used to impregnate piston skirts, cams, valves and other moving parts, reducing galling and scoring when things get hot.

Once a motor is assembled, each one is mounted to one of Accurate's test stands and brought up to temperature and then allowed to cool before being re-torqued and checked for leaks. The motors are all run for an average of two days, so when your motor arrives at your door, the carb and timing will be correctly dialed in, and it'll be polished up so all you have to do is plug and play, as they say. Everything





from repairing those nasty busted vintage pan spigots or fitting shovel valves into new seats on an old set of pan heads or putting 3 13/16-inch barrels on a stroked knuckle bottom end is a piece of cake for the crew at Accurate. Every motor is designed separately for each customer and their specific application

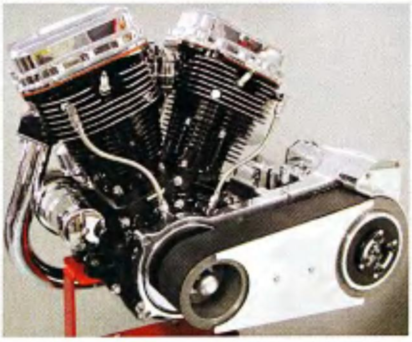
From big-inch knuckleheads to high-performance pans fit with oversize intake valves, getting the most from a vintage-style mill is job one at Accurate. Notice I said "style" mill. What Accurate does is corral the best of the modern components available to augment the components they make themselves in order to create their specialty motors. Accurate makes their own CNC-machined ductile iron cylinders designed to fit pans and shovels. They are precision machined for square decks with straight and true bores. The cylinder bases are drilled for a 3/8-inch stud instead of a 7/16-inch stud, while step studs on the cylinder bases allow for plenty of strength at the base nut relief. They're available in 3.500-, 3.625- and 3.8125-inch bores and lengths to accommodate a variety of strokes they're beautifully coated in a durable gloss black finish. And let's not forget Accurate's chromed billet oil filter adapter that's used to replace the generator on motors that have a generator right case and alternator left.

Accurate has also designed a few tools to make your life easier. There's a windowed degree wheel for timing cams, ignitions and breathers and also a plunger tool for the pressure relief valve on your big twin oil pump. If you've ever attempted to check various timing elements or messed with a pump, you know how much these tools can help.

So when the time comes for that dream motor, from 100-horsepower knucks and pans to tame, high-mileage Evos, contact Accurate Engineering, 128 Southgate Road, Dothan, AL 36301 or call 'em at 334-702-1993. You guys with computers can go on that Web thing and visit www.accurate-engineering.com.

Live your dreams.

—Boxcar



Photos courtesy of Accurate Engineering

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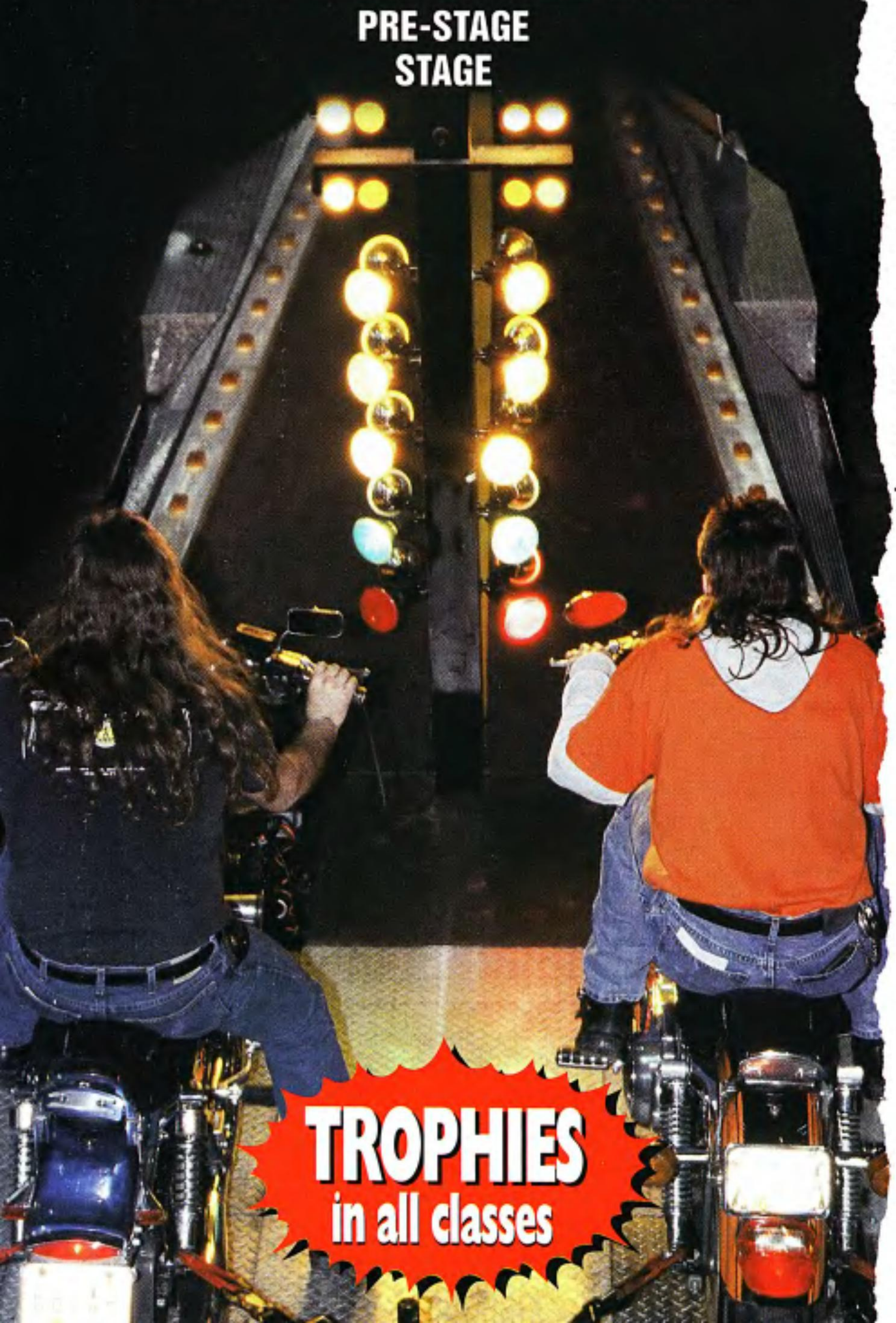
INDOOR V-TWIN DYNO DRAGS



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Bill Avon
Farmingdale, New Jersey
2002 Special Construction

"I was looking for something different, and I went all over the Internet, until I found Amen Chassis," is how Bill Avon explains the origin of his sled. "I talked to Mike Brown there and had the chassis flown in and got John Fagar at Iron Works in Bricktown here to build it. I had the paint job done in Arizona, and four months and 50 grand later, it was here."

And there you have it. Nothing to it. But since I have some space to fill up here and you're paying good money to read this rag, I might as well give you some details. Seems Bill had something very specific in mind when he assigned John the task of building his ride. Having ridden plenty of stock bikes, Bill knew he wanted a "good-looking chopper. I gave him my specs, but he also had a lot of input," Bill says about the creative aspects. "I picked the Patrick Racing motor, for instance, which I really like." That's understandable, since it is a 107-cubic-inch behemoth with a 602 Patrick Racing cam and 10.25:1 compression. And it's show-polished, to boot.

Bill picked the Amen chassis with its 5-inch stretch and 47-degree rake, because "I like the 250 tire in the back and I don't think anyone else makes a softail-type frame for 250 tires," Bill says. "I also like the lines, the look, everything."

Adding to the bike's look are Grumpy's Twisted Sister pipes, the Wimmer Machine intake stack, Amen Chassis Works wheels, Chubby handlebars from Iron Works, Arlen Ness headlight, and last but not least, the paint job featuring "a dragon in front of some mountains in a lightning storm," which is repeated, in variations, on the rear and front fenders. Deano's Custom Painting in Arizona is responsible for the terrific colors.

"We had a really hot summer here, too hot to ride," says Bill, who's been puttin' for a long time, "and usually, I'll put about 5,000 miles on a bike during the summer, but this year, I only put about 2,500 miles on it."

With a bike this hot and the Joisy summer heat pushing down on him, Bill's downright lucky he hasn't melted.

—Tripper

Photos: owner

ReadersRides

Greg Cordner
Orlando, Florida
1998 FLHTCUI

In an attempt to basically re-invent the wheel, Greg Cordner and his pal Bary Breckon of EagleRider Motorcycles in Orlando, Florida, decided that it was high time someone "fully conceptualized" a touring bike. So why not them, right? "We started with the idea that a tour bike needed to be three things," is how Greg explains their approach. "It needs to be a solo rider, dual rider, and tour ready."

Well, that was easy, wasn't it? Why didn't anybody else think of that? Oh, because there's more.... "In addition, it needed super power throughout the shifting range, both for city riding and sport operation," he adds. Clever idea, and hitherto totally unheard of. Undeterred by such snide remarks as those coming from me, Greg continues. "We built such a strength into the motor and even added nitrous."

But there's yet more. "The package also needed power to spare on the highway and to run cool over long distances, so, our solution was a high-output motor, coupled to a 6-speed transmission."

Significant body modifications were developed, according to Greg, to streamline the bike and to make it eye-pleasing. "Some parts were made from scratch or painstakingly modified to fit correctly and to become part of the cohesive, flowing custom look that we desired."

He's got me sold, especially since there were some "extensive upgrades added as safety features to improve rider safety."

To translate, let me give you a brief list of ingredients: an 80-cubic-inch (polished, ported and shaved) motor and cam shaft from Head Quarters, 10:1 Wiseco pistons, a Stage II Race Chip from Screamin' Eagle, lowering kits front (Race Tech) and rear (White Bros.), a Badlands electronics system, a 140-watt tri-bar headlight and dual driving lights, LEDs in the rear, and a bunch more.

Greg and Barry, enlisting the folks at Carl's Speed Shop for some technical assistance, may not have re-invented the wheel, but in the process, they've come up with a nifty motorcycle. To show how serious they were in their endeavors, they baptized it "The Bad Bagger."

—Tripper

Photos: owner

Paige Udell
Swan Lake, Montana
2001 Iron Pony Custom

Not exactly known as a hotbed of custom motorcycle building, northwestern Montana nonetheless boasts at least one shop where such beauties as this one are built. Jon Dunham, the owner of Jon's Custom Engineered Cycles, knows that he's a bit off the main track. "We've got a lake up here that's about 90 miles long," he says, "so an afternoon ride can be 300 miles, and you'll run into maybe a 100 cars along the entire trip. Our biggest problem here is running into deer."

Proving that the customizers in Montana know their stuff, Paige Udell's Iron Pony, which has already won "Best of" prizes at the Portland Rod & Custom Show, the Boise (Idaho), Seattle, and Oakland Roadster Shows, is full of one-offs and modified delicacies. There's for example, the sheet metal, which was done in-house—the Milwaukee Iron strutless fenders being heavily modified by Jon—or the handlebars, the license plate light housing, the pipes... "almost anything I can think of was built in-house," Jon says. The motor, cradled in a rubber-mounted Gambler frame with 4 inches extra in the rear and 3 in the legs, is a 96-incher from Hot Shot Motorworks in Ohio. Aside from the front turn signals being cleverly hidden under the triple tree, the rear ones are even harder to find: one's tucked into the end of the swingarm, the other in the license plate housing, all neatly separated by the very cool frenched-in taillight.

Building the bike took almost a whole year, because, as Jon says, "for one thing, the folks at Hot Shot spent one whole summer racing, so we got put on the back burner. So now, we only order what we can get immediately." Accordingly, the last bike Jon built only took four months, despite some "extensive sheet metal work."

Jon, who likes to build "as many bikes as I can" per year (which averages out to about four or five), also has a Web site where anyone surprised that there's more then just cattle in Montana can find ample fodder for amazement: www.libby.org/jons.

—Tripper

Photos: Jon Dunham

ReadersRides

Tate Haymon
Lumberton, North Carolina
2001 Special Construction

Seems Tate Haymon drills folks' teeth for a living and builds bikes for fun. Well, at least Tate built this one, together with his buddy, Joey Rhyne, in Joey's garage. "I had wanted to build a bike for a long time," Tate explains, "but I knew that I needed some help with it, and after I had gotten to know Joey, I realized that with what he knew and what I knew, we could do it."

With neither one being a professional bike builder, they did a job admirable enough to land them a third place in the V-Twin class at last year's Easyriders Bike Show in Charlotte, North Carolina.

Building the bike from scratch, the dynamic duo used a Chrome Horse frame cradling a 100-inch RevTech motor and a RevTech 6-speed transmission. The energy is then transferred to a pair of RevTech scorpion wheels (with the rear one being 200mm wide), held in control by Performance Machine brakes. "We also stretched the gas tank 7 inches in Joey's garage," Tate adds. "It only took us three times to do it. And we cut off the stock mounts and made our own to give it a cleaner look underneath the tank."

The front end's from Pro-One, the handlebars from Carlini, and the fenders are from Russ Wernimont. The pipes are Vance & Hines Big Shots, while the seat is from LePera, which Tate and Joey had recovered with tweed. Both fenders, by the way, were modified, and a lot of the tabs on the frame "didn't work out right for us," Tate explains. "And we had a custom rear axle made for us, because the stock one just didn't look right for our purposes."

"My wife Dianne actually came up with the idea for the paint job," he says. "She got it from a flower arrangement that she had at the house and which had a peacock feather sticking out of it." As befits a good wife, however, she left the actual execution of the job to someone else, namely Augie Seco in nearby Raleigh, North Carolina.

Obviously, the bike is Tate's. So what did Joey get for all his labors? Let's just say that man's got a mouth full of good-looking teeth. *—Tripper*

Photos: owner

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BIG DOG'S CHOPPER

THAT'S WHAT YOU'RE CALLING IT?

Don't get me wrong, I'm not the end-all when it comes to naming bike models, but when you name all your models after different breeds of canines you'd think you could come up with something a little more creative, right? I mean long, sleek, fast, you think Greyhound—not the bus you moron—or Whippet maybe. But what the hell, let's call a spade a spade: It looks like one, flows like one—even though it rides much differently than most—it is a chopper.

Not too long ago I got the chance to test ride Big Dog's new model. We'll leave that alone for now and head right to the test ride of their new chopper. I was impressed with the fact that it didn't handle at all like I thought it would. I had arrived at Big Dog's dealer meeting riding my own bike with a pretty decent rake of it's own and didn't really think their chopper would handle any different. However, after hearing many of their dealers get all excited about it, I decided to try it out myself.

We test ride a lot of different bike here at the magazine and, to be honest, not all get a favorable review. Those never make the pages of the magazine. Instead a polite phone call telling the maker what tree or lamppost they can find their bike

chained to is more in line with how we feel about it. However, when the ride is worthy, we'll tell ya. So listen up!

The Big Dog Chopper utilizes a hidden shock frame with a 40-degree rake. The front end is 41mm wide and 10 inches over with a 7-inch stretch. Big Dog has manufactured a 1-piece, 4-gallon gas tank that molds to the bike perfectly and, with a 250-rear and 21-front Avon setup, that 107-inch power plant and Baker 6-speed make this bike handle like no other. Some of the manufactured choppers out today are very front-end heavy—makin' ya feel like ya need steroids to hold on—but not Big Dog's.

Over the past few years, Big Dog has spent a ton-o-cash on R&D. In doing so they've not only ramped-up production, but employees and profits as well. Along with their already rather large facility, they've just added an additional 20,000-square-foot facility to house a second assembly line (which will produce mostly their Chopper and Pitbull lines), expanded their shipping and paint departments and made room for the new Death Chamber.

No, the boys—and girls—in Kansas haven't gone over the edge...I dunno maybe they have, but that's not what I'm talking about. I'm talking about the new testing chamber for the bikes. The chamber allows Big Dog to put a bike in a real life-or-death struggle with the elements. According to Nick Messer, president and cult leader, "We can place a bike in there and run it in temperature settings ranging from 120 degrees to zero degrees. If it passes all the tests we know we are making these bikes bullet-proof."

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Yes, when it comes to their starters, Big Dog has had its warranty problems. However, those should now be in the past. Along with the extensive R&D came a proprietary Electronic Harness Controller (EHC) or "brain," and improved electronics. The new EHC unit also houses Big Dog's TattleTale program. Similar to the old Thunderheart setup, this program is a boon to dealers and a pain in the ass to hot doggers. With the rev limiter set at 6 G's on all models, the TattleTale program allows dealers to be able to tell *exactly* how many times the bike was red-lined, had the tires smoked, or was hot-shifted. So, you no longer will be able to tell the dealer, "I don't know what happened to it!" when you drop it off for repairs.

All in all I was really happy with the way the bike handled. And, at a starting price of $25,900, this isn't a bike you couldn't afford. Hell, try building a custom softail-style chopper yourself with all these parts and components and tell me you can do it for less. Oh yeah, back it up with a warranty program and dealers, or service centers, you can bring it to when you need any help. It'll be tough. Check it out for yourself. Give 'em a call at 316-219-6526, or visit their Web site and design your own bike at www.bigdogmotorcycles.com.

—Oil Can

Owner: ....Could be you
City: ....wherever you live

General
Fabrication: ....Big Dog
Year/make: ....2003 Big Dog
Model: ....Chopper
Assembly: ....BDMC
Engine: ....S&S
Year: 2003
Rebuilder: ....BDMC
Displacement: 107-inch
Cam: ....medium lift
Carb: ....S&S
Pipes: 2-into-1

Transmission
Year/Make: ....2003 Baker 6-speed

Painting
Painter: ....BDMC
Color: yellow here, doesn't have to be on yours
Type: ....PPG
Special paint: ....purple flames

Frame
Year/Make: ....2003 solid mount
Type: ....hidden shock suspension
Rake: ....40 degrees
Stretch: ....7 inches

Accessories
Handlebars: ....1-piece drag
Risers: ....BDMC
Handlebar controls: ....BDMC
Fenders: ....BDMC
Headlight: CCI
Taillight: ....BDMC
Speedo: ....BDMC
Pegs: ....BDMC
Foot controls: ....BDMC
Gas tank: 1-piece, 4-gallon
Oil tank: ....BDMC
Mirrors: CCI
Grips: ....BDMC

Front end
Type: ....41mm telescopic
Builder: ....BDMC

Wheels
Make: ....Performance Machine
Size: ....250-rear, 21-inch front
Tires: ....Avon
Brakes: ......Performance Machine

Photos: ....John Nasi

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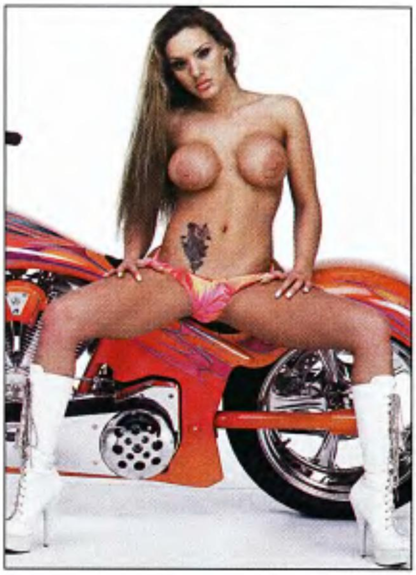
ComingAtYa

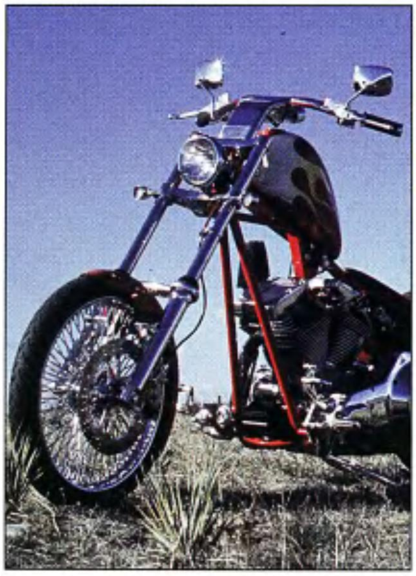
The magical March issue of *Easyriders* (No. 357) offers killer custom bikes from Matt Hotch, Dave Perewitz and Jim Nasi. We'll meet the musical star of our Easyriders Bike Show Tour, Edgar Winter, and we'll make sure your upcoming trip to Bike Week is memorable with the aid of our Daytona Survival Guide.

To top things off, we'll join Michael Lichter and World Tourers in a two-wheeled trek across Italy, Austria and Switzerland.

In the tech department we'll show you how to make custom sheet-metal parts for your ride, bring you a fix for Twin Cams that leak oil and also visit the TP Engineering think tank. PLUS, our 32-page outsert bring you all the New American Model Motorcycles for 2003.

On Sale February 11





The fabulous February issue of *V-Twin* (No. 22), has a new look and now more reasons than ever to check it out! You'll find 11 great bike features including a mind-blowin' Twin Cam chopper, you'll meet master painter Vince Goodeve, and you'll get a glimpse behind the scenes at Performance Machine to discover what makes their brakes and wheels so hot! Plus we'll feature in-depth tech articles, show off all the latest products in the motorcycle aftermarket world, bring you guides to new goodies for your ride and a lot more.

You'll also find all your favorite *V-Twin* features such as our Industry Profiles, True Road Tales, Moto Mall, bike runs, events, and more motorcycle-related news to keep your finger on the pulse of the v-twin beat. You'll find it all in the new *V-Twin*!

On sale January 21

We're kickin' some custom-scooter ass in the February issue of *Biker* (No. 208) with the "Terminator—Back To The Future" M/C masterpiece. Prepare yourself for our normal abnormal off-the-wall lifestyle coverage. *On sale now!*

The March '03 (No. 112) issue from the bikin' bastards here at *In The Wind*, will provide coverage of the summer's largest run—the Sturgis Rally and Races, by our staff photogs, anchored by ace Michael Lichter. *On sale now!*

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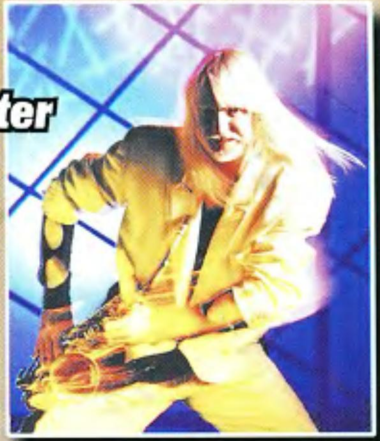

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Sacramento, CA
Sacramento Convention Center

January 25th
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Charlotte Convention Center

February 1st
Louisville, KY
kentucky International Convention Center

February 8th
Memphis, TN
Memphis Cook Convention Center

February 14th-16th
Columbus, OH
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